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the newsletter of the Small Air Forces Clearing House

TABLE OF CONTENTS

Abstracts.....	33
Reviews: Bawa W Lotnictwie Polskim #3 & #4; 1/72 DFS-230.....	36
MiG MANIA Part 3: Czechoslovakia & Egypt.....	37
Reviews: Aircraft of the SAAF; Minigraph #17 Dassault F1; Index to Model Periodicals; Aviacion Mundail en Espana 1936-1939.....	46
Argentine Grumman F9F-2 Panther (Nunez).....	48
Spanish Me-108, DH-89, & PWS-10 (Massey).....	50
Aircraft of the Dutch East Indies (Casius).....	52
Snippets from SEAR (Marselis).....	54
White Russian Ni-17 (Zaloga, Loder, & Maas).....	55
Reviews: Svenska Militara Flygplan 1911-1936; Small Air Forces Decals; Aviacoa Militar Brasileira 1916-1984.....	56
Aircraft of China (Louie).....	57
Letters (Louie, Lee, & Denny).....	58
Alpha Jets: West Germany, Morocco, Togo, Egypt (Zaba).....	59
Hispano HA-300 (Miranda).....	60

SAFO EDITORIAL POLICY: The purpose of the SAFO is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFO encourage international cooperation in researching the history of aviation on all aspects of aviation, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFO be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$7.00 for 4 issues per year via surface mail. For air mail delivery, add \$6.50 for Europe and Latin America or \$8.25 for Asia, Africa, and Australia. New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise, please specify with your payment which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

BACK ISSUES: Issues 1-13 and 17-23 are out of print, although Xerox copies are available at cost. Issues 14-16 and 24-32 are available at \$1.50 each and issues 33- at \$1.75 each. For a list of back issues and their costs, send two 1st class stamps (or 2 IRCs) to the editorial office.

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INSTRUCTIONS TO AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer and Microsoft Word should consider sending the manuscript on disc. All art work must be ready for printing. It is best to plan for the art to be reduced to 75% in printing; i.e. the final reduced work should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look.

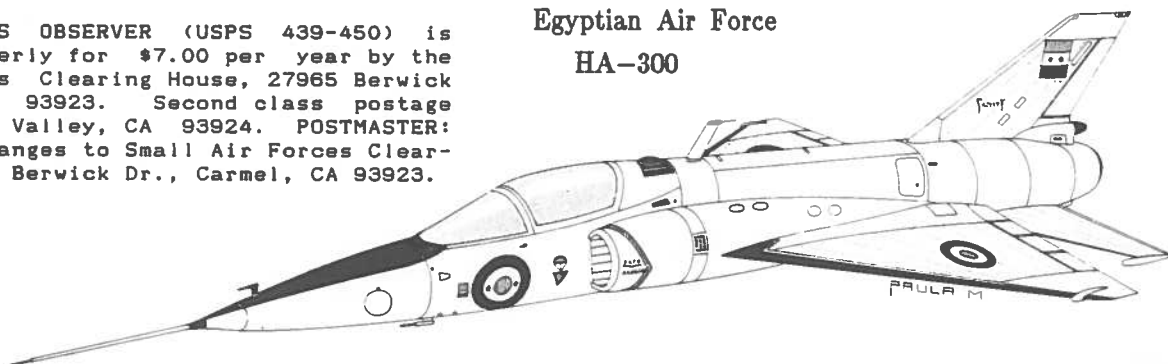
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COVER COMMENTS: Top - A pair of F9F-2s (3-A-110 & 3-A-118) ready for takeoff from Comandante Espora Naval Air Station, circa 1964. Note the underwing HVAR rockets for a practice mission. Bottom - Closeup of 3-A-108 showing the markings and lettering on the nose, the airbrakes, and the foot step. An article of the Argentine Panthers begins on page 48. Both photos from the collection of J. F. Nunez Padin.

END PIECE: Appearing on our back cover is the first SAFO contribution of Justo Miranda, the author of the excellent series of books on the aircraft of the Spanish Civil War (the first of which is reviewed on page 47 of this issue). The Hispano Aviacion HA-300 was designed during the mid 'fifties for the Spanish Air Ministry by a team lead by Prof. Willy Messerschmitt. After a full-scale glider model was built and tested in Spain, the design was transferred to Egypt in 1960 where two prototypes were flown before the project was abandoned. These drawings will give a good idea of the completeness and quality of the art work in his books.

Egyptian Air Force
HA-300



ARGENTINA

AVIACION LATINOAMERICANA (ALA, Casilla de Correo no. 125, Sucursal 28, 1428 Buenos Aires; 4 issues US\$ 11.00).

Nothing received since #9

MICROKIT (IPMS Argentina, Humboldt 2763, 8000 Bahia Blanca)

Nothing received since 1/4

AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$ 18.00).

3/85 (28 pages) "Miracle in Grey: Part 3 of the Monotone Mirage Saga" 4 pages including 4 side-view drawings and one top and bottom plan-view drawings. "Clayton's Scratch Building: 1. Focke-Wulf to Curtiss CW-22B; 2. Bf 109 to CAC Wackett" 3 pages of clever conversions (with sketches). "Aussie Aardvark Colours" 3 pages including 4 side-view drawings with top and bottom plan view drawings. "Canadian Commuter Colour: Improvements for the Matchbox Twotter" 4 pages including 9 side-view drawings (Argentina, Peru, & Canada). "The GAF Jets: Jindivik & Pika" 7 pages including 1/72- & 1/48-scale drawings and 11 photos.

4/85 (32 pages) "India's MiG 21FL" 2 pages including 3-view drawing of 'C993' and side-view drawing of 'C776'. "40th Birthday Suit" one-page with side-view drawing of RAAF C-130 with WWII-style 'nose art'. "Beech in Pink" 3 pages on converting the Rareplanes' Super King Air into a Beech 99 (1/72-scale drawings).

NEWS & VIEWS (IPMS New South Wales, PO Box 637, Broadway, NSW 2007; A\$ 8.00, add \$2.00 for airmail).

Nothing received since 3/85.

AUSTRIA

OFH NACHRICHTEN (Oesterreichische Flugzug Historiker, Karmelgasse 1/15, A-1150, Wien).

4/85 (45 pages) "Fiat CR-20" 12 pages including four 1/72-scale 3-view drawings, 2 photos, and list of CR-20s serving in Austria. (The text mentions that 4 CR-20 were delivered to Poland, but I have never seen these mentioned in Polish books. Perhaps one of our Polish members could comment on these aircraft.) "Hanriot HD-1" 5 pages including 1/72-scale 3-view drawing (no markings) and photo of HD-1 carrying Austria crosses. "Nieuport 27" 3 pages including 1/72-scale 3-view drawing (unmarked) and photo of Ni-27 carrying Austrian crosses. "Austrian Airlines Bildreport: Douglas DC-9" 5 pages including 8 photos and registration list. "Ausbildung zum Militarpiloten" 2 pages with 3 photos (SAAB 1050, Alouette III, & Skyvan).

PANORAMA (IPMS Austria, Nordmannngasse 11-13/4/6, A-1210, Wien).

Nothing received since 2/85.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne; 4 issues for US\$ 8.00, add \$2.00 for airmail, no personal checks accepted).

#59 Autumn '85 (32 pages) "Belgium Hunters F.Mk6: Part 3" 19 pages including 19 photos (one in color), 4 pages of tone drawings, one page of sketches, and table of individual aircraft histories.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ).

4/85 (22 pages) "Stinson L-5" 4 pages with 3-view scale drawing of 'PP-GQT'. "C-119" 3 pages of drawings of aircraft '2305' preserved in Aersospial Museum.

CANADA

HIGH FLIGHT (Box 393, Stittsville, Ontario KOA 3G0; 6 issue for C\$ 15.00).

Nothing received since 3/4

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US\$ 12.00 in US \$13.00 elsewhere).

17/4 (24 pages) "Toned Drawings" 2-page description of how to prepare drawings of publication; recommended reading for prospective, but, timid contributors to the SAFO. "Kyushu K10W1 Oak" 5 pages including 3 side-view drawings and 1/48- & 1/72-scale 4-view drawings.

CZECHOSLOVAKIA

LETECTVI + KOSMONAUTIKA (Best obtained by exchange with a friend in Czechoslovakia).

17/85 (44 pages) "Dewoitine D-520" one page with small 3-view drawing and 2 photos. "Modelling the SAAB 29: Part 1" 2 pages with 4 photos and drawings. "Benes-Mraz Be-550 Bibi: Part 2" 4 pages including 8 photos, 4 side-view line drawings, and a page of color side- and plan-view drawings (prototype, 'OK-BET'. 'SU-ACD', & 'G-AGSR'). "MKEK-4 Ugur" 1/2 page with small 3-view drawing and 2 photos of the Turkish modification of the Magister.

18/85 (44 pages) "Modelling the SAAB 29: Part 2" 3 pages with 4 photos, line drawings, and a page of color side- and plan-view drawings (Sweden, Austria, & UN). "North American O-47" one page with small 3-view drawing and 2 photos. "Handley Page Type A to F" 4 pages with 6 photos, small 3-view drawings (D & F), and full-page 3-view drawing of type E. "Ikarus 214D" 1/2 page with 3 photos and small 3-view drawing of Yugoslav twin-engined trainer. "Payen Pa-49B" 1/2 page with one photo and small 3-view drawing.

19/85 (44 pages) "Kalkert Ka 430" one page with small 3-view drawing and 2 photos of German military glider. "Modelling the SAAB 29: Part 3" 2 pages with 4 photos and line drawings. "Alexejev I-211, I-215" 3 pages with 2 photos and full-page 3-view scale drawing of the I-211. "Kawasaki KAL-2" 1/2 page with small 3-view drawing and 2 photos. One color photo and 9 b&w photos of Czech Frogfoot, color photo of Czech Yak-40, and one photo each of Czech Mi-17, Mi-2, & Mi-24.

20/85 (44 pages) "Modelling the SAAB 29: Part 4" 2 pages with 3 photos and line drawings. "Petljakov Pe-8 (TB-7)" one page with small 3-view drawing and one photo. "Westland Wyvern: Part 1" 4 pages with 7 photos, side-view line drawings of 8 variants, and full-page 4-view scale drawing of the Mk 4. "SIPA S-300" 1/2 page with small 3-view drawing and one photo. photos of Junkers Ju-20, Ju-21, & H-22. Four photos of Czech MiG-23. A page of color side- and plan-views of the Pe-8, Yokosuka Willow, Dewoitine D-520, O-47, & Kalkert Ka 430.

21/85 (44 pages) "Caproni Ca-313 -314" one page with small 3-view drawing and one photo. "Modelling the PZL Karas" 3 pages with 4 photos and line drawings. "Westland Wyvern: Part 2" 4

pages with 7 photos and a full page of color side-and plan-view drawings. "Kawasaki T-4" 1/2 page with small 3-view drawing and one photo. "DFS 8.345" 1/2 page with small 3-view drawing and two photos of Soviet rocket aircraft.

22/85 (44 pages) "Airfields of the Slovak National Uprising" 2 pages with 3 photos. "Heroes of the 'Grand raids'" 3 pages with 9 photos (Fokker F-VIIA 'Old Glory', Farman F-180 'l'Oiseau Bleu', Sikorsky S-36 'Dawn', Fokker F-VIIA 'St. Raphael', & Heinkel He-6). "Modeling the SZD-16 Gil: Part 1" 2 pages with 3 photos & 1/72-scale drawings. "Potez 230" one page with one photo and 3-view drawing. "Dunne D-1 to D-10" 4 pages with 8 photos, 2 3-view drawings (D-5 & D-8), and 1/51-scale 3-view drawing of D-6. "IAR-317 Airfox" 1/2 page with one photo and 3-view drawing. "Supermarine Seagull" 1/2 page with one photo and 3-view drawing.

23/85 (44 pages) "Modelling the SZD-16 Gil: Part 2" 2 pages with 5 photos and line drawings. "Lavockin LaGG-1 & -3" one page with small 3-view drawing and 2 photos. "Suchoj Su-266" 6 pages with 12 photos, full page 3-view scale drawing, and a full page of color side-and plan-view drawings. "Florov 4302" 1/2 page with small 3-view drawing and 2 photos of Soviet rocket aircraft. Photos of Nieuport 24bis, Albatros C-XII, & Sopwith Camel in Soviet markings.

24/85 (44 pages) "Modeling the Spad VII: Part 1" 3 pages with 3 photos, 1-50 scale drawings, and 4 color side-view drawings. "BV 22 Wiking" one page with 2 photos and small 3-view drawing. "Nakajima Kikka" 4 pages including 6 photos and full-page scale 3-view drawing. "Breese Penguin" 1/2 page with 2 photos and small 3-view drawing. "IAR-93 Oras" 1/2 page with one photo and small 3-view drawing.

25/85 (44 pages) "FM-1/FM-2 Wildcat" one page with 2 photos and scale scale 3-view drawing. "Modeling the Spad VII: Part 2" 2 pages with one photo and 1/50-scale drawings. "Aero DH-50: Part 1" 4 pages including 11 photos. "Martin-Baker MB-2" 1/2 page with 2 photos and small 3-view drawing. Color side-view drawings: LaGG-3, Ca-314, Potez 230, BV 222, Wildcat, & Danish Gauntlet.

26/85 (44 pages) "Aero DH-50: Part 2" 4 pages including 3 photos, 4 color side-view drawings, and a full-page scale 3-view drawing. "Gloster Gauntlet" one page with 2 photos and scale scale 3-view drawing.

1/86 (44 pages) "Nakajima G5N Shinzan" one page with 2 photos and a small scale 3-view drawing. "Bristol 175 Britannia" 5 pages with 12 photos. "Gloster E.1/44" 1/2 page with 2 photos and small 3-view drawing.

2/86 (44 pages) "Cessna T-50 Bobcat" one page with 2 photos and small scale 3-view drawing. "Bristol 175 Britannia" 4 pages including 5 photos, 6 color side-view drawings, and full-page scale 3-view drawing.

3/86 (44 pages) "Miles M-25 Martinet" one page with 2 photos and a small scale 3-view drawing. "Modeling the MB-200: Part 1" 2 pages with 2 photos and 1/72 scale drawings. "Bleriot XI-2 Monopoli (Pegoud): Part 1" 4 pages including 8 photos and a full-page scale 3-view drawing. "Messier 'Monoplace Laboratoire'" 1/2 page with 2 photos and small 3-view drawing.

4/86 (44 pages) "Modeling the MB-200: Part 2" 4 pages including 8 photos, 5 color side-view drawings, and 1/72-scale drawings. "Jakovlev Jak-9B" one page with 2 photos and a small scale 3-view drawing. "Bleriot XI-2 Mon-

opol (Pegoud): Part 2" 4 pages with 17 photos of early Bleriot aircraft and scale drawing of XI La Manche. "11-20" 1/2 page with one photo and small 3-view drawing. Photo: Avia Ba-122 in Rumanian markings.

DENMARK

NYT (IPMS Denmark, c/o Kai Willadsen, Kastelet 54/322 Kobenhavn 0 (01) 12 94 51; 4 issues for 70 Dkr surface, 80 Dkr airmail).

#30 (30 pages) Nothing of small-air-force interest.

#31 (30 pages) Photo: KZ VII "O-620" (color). "Danish RF-84F Thunderflash" 5 pages including 2 photos and 3 pages of drawings.

ENGLAND

MAGAZINE (IPMS England, Flat 4, 18 Delancey St., London NW1 7NH; 6 issues for US\$ 20.00 + \$1.00 joining fee).

6/85 (32 pages) "50 Years of Service: DC-3/Dakota Anniversary" 15 pages including 13 photos, 5 pages of drawings showing 12 different versions, and 2 side-view drawings of RNZAF aircraft.

1/86 (24 pages) "Mirage III" 2 pages of drawings of colorful RAAF Mirages.

PLASTIC KIT CONSTRUCTOR (PKC, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire; USA/Canada: J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; 4 issues \$18.00).

Autumn 85 (44 pages) "Czech MiG-23" one page of 3-view drawings of Flogger-E and -F. "The Spad-VII in Belgian Aviation Militaire Service" 3 pages with one photo and 2 side-view drawings. "MiG-31 Foxhound Conversion" 5 pages including 1/100 scale drawings. "Miscellaneous Spitfires" one page of 4 side-view drawings including T.Mk9 of the Irish Air Corps. (PKC has brought out the first of a series of 1/72-scale vacuform kits: the Westland Wilkin. The Bristol Brigand, Boulton Paul Balliot, and Scottish Aviation Twin Pioneer are to follow. Write to the English address above for information.)

WIND-SOCK (Albatros Productions, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts., HP4 1BY; 4 issues \$12.74).

Nothing received since #1.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 4 issues \$6.50, add \$1.00 for airmail and \$1.50 for cashing personal check).

#51 (8 pages) "Avro 652A Anson Mk 1 in Finnish Air Force" 7 pages including 13 photos, 3 side-view drawings, and full-page plan view drawing.

#52 (8 pages) "MiG-21UM in Finnish Air Force Service" 3 pages including 3 photos and 3 side-view drawings. "Civil Ansons in Finland" 2 pages with 4 photos and 3 side-view drawings. "Renault FT 17 in Finnish Service" 2 pages with 7 photos (while not a 'flying machine', this 'creepy crawler' will be of interest to many SAFO modelers).

#53 (8 pages) "Finnish Moranes" 7 pages including 8 photos and 4 pages of tone drawings.

Special #1 (24 pages) "Messerschmitt Bf 109G Suomen Ilmavoimissa" 6 pages including 6 photos, 2 pages of line drawings of variants (Bf 109G-2, -6, -6/U2/R3, & -6/R6). 6 side-view drawings, and 4 plan-view drawings. "MiG-21F-13 and -21U Suomen Ilmavoimissa" 9 pages including 11 photos (2 in color), 10 side-view drawings, top and bottom plan-view drawings, and color drawings of national and unit insign-

nia. "Cherokee Arrow II" 4 pages including 6 photos and 6 color side-view drawings. "British Aerospace BAe Hawk Mk. 51" 4 pages including 3 photos (2 in color), 4 side-view drawings, and top and bottom plan-view drawings. (N.B., these are all new articles, not reprints.) Price: FIM 25 within Europe or FIM 35 for airmail outside Europe.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, 3 rue de l'Amiral Roussin, 75015 Paris; 4 issues 60 FF surface, 80 FF air, back issues 12 FF, "La Lettre de l'IPMS" 25 FF).

#25-26 Xth Anniversary Issue (104 pages) "Le Latecoere 298 Maguette au 1/48" 4 pages with 8 photos. "De la terre a la Lune: Le Train de Projectiles d'Après l'Oeuvre de Jules Verne" 3 pages with 3 photos and sketches. "Les Spitfire a la Francaise" 3 pages including 3 photos and 7 side-view drawings. "Les Super Etendard de l'Aviation Navale Argentine" 2 pages with 2 photos. "Mirage III: Les Miracles Australiens" 7 pages including 5 photos (4 in color) and 2 3-view drawings. "L'Alpha Jet" 7 pages on the Belgian Alpha Jet including 5 photos (4 in color) and a 4-page 5-view drawing. "Santos Dumont" 5 pages including 7 photos and 3-view drawing of the Demoiselle. "Le North American Yale" 4 pages including 3 side-view drawings and 1/72-scale 5-view drawing. "L'Alouette III" 2 pages with one photo and one drawing of Danish machines. "Le Mirage F-1 Grec" 2 pages with one side-view drawing. "TF-15A Eagle aux Couleurs Francaise" 2 pages with side-view and split plan-view drawings. "Les Avions de Baracca" 4 pages with 4 photos. "Service a l'Etranger pour le D 520" 4 pages including 5 photos and a 2-view drawing of a D 520 in Italian service. "Les Avions Francais Utilises en Pologne" 6 pages including 12 photos and 7 color side-view drawings. "Le C-47 Dakota" 4 pages with 3 photos and drawings of RNZAF aircraft. "Morane sur l'Helvetie" 6 pages including 5 photos, 8 side-view drawings, and 3 plane-view drawings. "Avions Francais en Slovaquie et Tchécoslovaquie" 6 pages including 8 photos and 4 color side-view drawings. (This special issue consists almost entirely of articles submitted by other IPMS branches. Special thanks to Tomek Kowalski and Juraj Rajnec for submitting the articles on Polish and Czech/Slovak aircraft as the SAFCH contribution to this special issue.)

GERMANY

MITTEILUNGEN (IPMS Germany, Dertzenweg 12b, 1000 Berlin 37; 12 issues DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia).

1/86 (30 pages) "Gribovskij TI-28" one page with one photo and small 3-view drawing. "Junkers G 38" 3 pages with 5 photos and full-page scale 3-view drawing. "Versuchsflugzeug DFS 193" 4 pages with 1/72-scale 5-view drawing of the tailless version of the FW 56.

2/86 (30 pages) Nothing of small air force interest.

ITALY

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia).

3-4/86 (32 pages) "SA-315B Lama" 4 pages including 13 photos and 1/50-scale drawing. "English Electric Lightning F.6/F.2A" 9 pages including 18 photos, 5 side-view drawings, and 3 plan-view drawings (all RAF).

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

10/85 (84 pages) Photos: RAAF F/A-18 (color) and Chile CASA C.212 '146'. "Le Tighi del Belgio" 3 pages with photos of German RF-4E '35+74' (color), Portuguese G.91R '5447' (color), Greek TA-7H, & Italian F-104S '53-20'. "PZL Orlik" 6 pages including 4 color photos, 3-view drawing, and cut-away drawing.

11/85 (84 pages) Photos: Malaysian MB.339 '13' (color); Belgian Puma 'G01' (color); Argentine Twin Otter 'T-82'; and Egyptian E-2C. "Pilatus PC-9" 8 pages including 7 photos (5 in color), 3-view drawing, and cut-away drawing. "La Squadriglia dal Cuore Rosso: La 77 Spad nella Grande Guerra" 4 pages with 7 photos of Italian SPADs. "Westland Lysander" 3 pages with 4 color side-view drawings (Ireland, Finland, & Polish).

12/85 (84 pages) Photos: Yugoslav 'Milica' AB-206; UAR G.222 '301' (color); Saudi F-15 (color); ex-Argentine UH-1H 'G-HUEY' (color); Indonesian Bo-105; and Irish Dove '201'.

1/86 (84 pages) Photos: Ethiopian An-12; Pakistan Falcon 20 'J-468' (color); Venezuelan CL-215; West German Su-20 '98+61' (color); and camouflaged Brazilian Tucano (color). "I Triplani Caproni in Guerra" 4 pages including 8 photos. "F-100D Super Sabre" a page of color side-view drawings including French and Danish aircraft.

AEROFAN (Giorgio Apostolo, via Ampere 49, 20131 Milano; 4 issues for US\$ 16.00).

3/85 (36 pages) "I Bombardiere che non Volo Mai: Part 2" (The bombers which never flew.) 8 pages including 3-view drawings of Ba 99, Ca 325bis, & SM 89. "L'Avventura del '288-1'" (The story of air combat between Italian Cant Z 501 and Z 506 with RAF Sunderlands.) 7 pages including 15 photos. "SAI Ambrosini S7 e Super S7" 11 pages including 15 photos, 1/72-scale 3-view drawing, and 6 drawings of interior details. Photos: Spad 13 'I-AXAB', Cant 7ter 'I-AZAZ', Dornier Wal 'I-AZDH', CMASA MF 5 'I-AZEF', & Ro 41 '76-11'.

MALTA

MODELAID INTERNATIONAL (MAI, 206 Old Bakery St., Valletta; 7 issues \$27.50 airmail).

12/85 (32 pages) "Modelair Colour Guide: No.1 Dark Green & No.2 Dark Blue Grey" large (5 cm by 9 cm) color chips with FS 595a & Methuen color equivalents and list of uses (e.g., Dark Green is equivalent to Luftwaffe WWII Dunkelgrau; RAAF WWII Foliage Green; RAF Pre-WWII Nivo; USAF WWII Dark Green & Medium Green; US Navy WWII PBV Green; & RCAF WWII Light Sea Green). "The Douglas Skyraider" 9 pages including 5 photos, 11 side-view drawings (3 in color), and 2 pages of scale drawings (AD-1, AD-3W, AD-3, AD-4N, & AD-6). "Flying Colours: Japanese Air Forces 1935-1945" (first of a new series) 2 pages with color side-view of a Tony. "The Whispering Death: Bristol Beaufighter" 10 pages including 8 photos, 9 side-view drawings, 2 pages of scale drawings (IF, VI.C, II.F, VI.C, TF.X, & X), and table of FS 595a color equivalents for RAF and RAAF Beaufighters. "Air War in the Med: Wellington Operations from Malta (October 1940 - March 1944)" 2 pages with 2 photos.

NORWAY

LIMTUBEN (IPMS Norway, c/o Nils Mathisrud, Ola Valdris vei 17, 1340 Bakkestua).

Nothing received since 2/85

SINGAPORE

SCALE PLASTIKS (Plastic Modellers Society Singapore, 32 Mangis Rd., Singapore 1542).

Nothing received since #3

SOUTH AFRICA

AFRICAN AIR REVIEW (Aviation Society of Africa, PO Box 1413, Alberton 1450; 4 issues US\$ 8.00).

10-12/85 (20 pages) "Military Aviation: Angola" a 2-page description of recent combat with list of Angolan aircraft losses. Photo: SAAF Dakota '6858'.

1/85 Update (4 pages) "Military News" Angola, Lesotho, Mozambique, & Zimbabwe.

2/85 Update (12 pages) "Military Aviation one page with news from SAAF and Mozambique.

SWITZERLAND

VIRUS PLASTICUS (IPMS Switzerland, c/o Mathias Weichelt, Zolgerstrass 27, 3027 Bern; 4 issues for Sfr 24).

4/85 (36 pages) "Ariane 1" 5 pages including scale drawing. "Focke-Wulf FW 44 Stieglitz" 2 pages including 1/72-scale 3-view drawing of the Swiss AF's 'A-95'. "Klemm Kl 35" 3 pages including 1/72-scale 3-view drawings of 'HB-UBK'. "Alouette III" one page of 4 side-view drawings (HB-XFF, HB-XEL, HB-XDF, & A-223).

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$ 20.00; tax deductible).

2/86 (98 pages) "Wiseman-Cooke Aircraft" 8 pages including 5 photos. "Restoration of the Wright Biplane" 6 pages including 5 photos. "Austin Whippet" 14 pages including 18 photos and scale 3-view drawing. "Bristol-Coanda Monoplane" 5 pages including 10 photos. "JN-4" 5 pages of scale drawings. "Cockpits and Instruments: Part IV" 7 pages.

3/86 (98 pages) "The Wallbro Monoplanes" 6 pages including 9 photos. "Berg & Storm Monoplanes" 3 pages including 11 photos of Danish aircraft. "Flying Boats, US Marine Corps" 20

BARWA W LOTNICTWIE POLSKIM: #3 Samoloty Linii Lotniczych 1931-1939 and #4 Samoloty Linii Lotniczych 1945-1965. 28 pages (20.5 cm by 29 cm).

The third and fourth issue in this new series follow the format established by the first issue which was reviewed in SAFO #36. (The second issue, covering airliners used from 1919 to 1930, is not yet available for review.) Each aircraft is covered by text (in Polish) and at least one photo and a color side-view drawing. The more important aircraft are represented by several photos, a color 3-view drawing, and several color side-view drawings.

Aircraft covered in issue #3 are the PWS-21bis, Lublin R-XVI, PWS-24, PWS-54, PZL-4, PZL-27, RWD-5, Douglas DC-2, Lockheed L-10A Electra, Junkers Ju-52/3mge, RWD-13, Lockheed L-14H Super Electra, and PZL-44 Wicher.

Aircraft covered in issue #4 are the Polikarpov Po-2, Douglas-Lisunov Li-2, Douglas DC-3 (C-47 Dakota), SNCAC NC-701 (Siebel Si-204D), Cessna UC-78 Bobcat, SNCASE SE-161/1 Languedoc B-2, Iliuszyn Il-12B, Aero Ae-45, Piper L-4 Cub, CSS-13, Antonow An-2, and Iliuszyn Il-14P.

This series is a must for anyone interested in Polish aviation and I will try to keep a few of each issue in stock for sale through the SAFCH Sales Service. The modeler, in particu-

pages including 33 photos and 4 3-view scale drawings (Curtiss F, F5L, & HS-2L). "Cockpits/ Instruments" 7 pages including 21 photos. Scale 3-view drawings: Hansa Brandenburg W.12 & W.33 and Siemens Schuckert D.III. "Krakow Museum" 2-page report on progress in restoring aircraft obtained from the German Aircraft Collection (includes 7 photos).

DIRTY PLASTIC (IPMS Phoenix, 509 W. Camino Dr., Phoenix, AZ 85021; 4 issues for \$6.00 USA or \$9.00 elsewhere).

Spring '86 (20 pages) "A One-Of Fokker" 2 pages on modeling a Fokker D-IX (PW-6). "Douglas TBD-1 Devastator" 3 pages with 6 side-view drawings. "'British' Curtiss Hawk 75's" one page of drawings. "Curtiss P-36G 42-108995" one page of drawings.

IPMS HAWAII (1650 Lehia St., Honolulu, HI 96818; \$5.00 for mainlanders and \$6.00 for those overseas).

#18 (16 pages) "MY First Itty Bitties: A Kick in the Brass" a 3 page description (with 3 photos) of building a 1/72-scale Heildiver with brass dive brakes and twin machine gun.

#19 (12 pages) Nothing of small-air-force interest.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstrin, 1810 Michael Faraday Dr., Suite 101, Reston, VA 22090; 4 issues \$6.00 for US, \$7.00 all others).

3/86 "Red Arrows Hawk" 6 pages including a 1/72-scale 4-view drawing. "New Israeli Kfir Color Scheme" one page drawing (top and both sides) with FS 595a equivalents. "Getting Out in a Hurry" 2 pages on the ejection seat fitted to Indian AF MiG-23s. "Cramped, Cold, Comfortless: The Open Cockpit one page of drawings for the Brandenburg D.1 and Sopwith Triplane.

WEAPONS AND WARFARE MONTHLY (218 Beech ST., Bennington, VT 05201; 12 issues \$20.00 US, \$25.00 foreign.)

Nothing received since 12/85

lar, will appreciate the out-of-the-ordinary color schemes, but the lettering "POLSKIE LINIE LOTNICZE ,LOT'" will prove quite a challenge. If any of our members prepares a decal sheet for these markings, please let me know at the SAFCH editorial office so that I can share this information with the readers.

DFS-230 1/72-scale injection-molded kit by Huma Modell, Kilianstadter Str. 9, D-645 Hanau 6, WEST GERMANY.

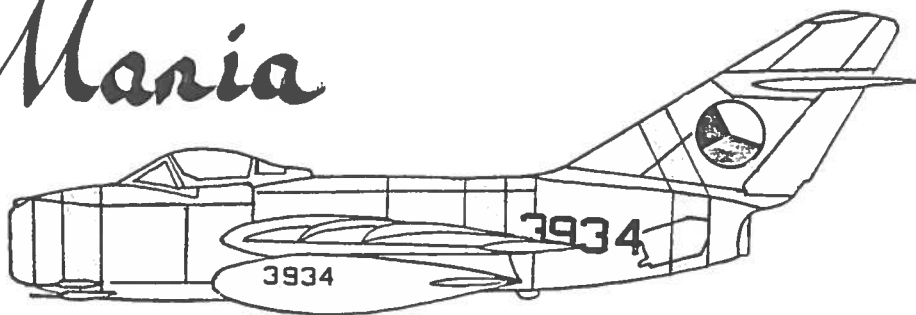
Another great kit from Huma which can be made into either a conventional troop-carrying glider or a "Mistel" version by adding a Klemm Kl-35 (Huma kit), a Focke Wulf FW-56 (Heller kit), or a Messerschmitt Me-109E (various kits). Alternate parts for the DFS-230 are included as are decals for the DFS-230 and for all three of the aircraft that were attached to it.

While the DSF-230 was used by some of Germany's allies, I have not been able to locate any information on markings other than for aircraft serving with the Luftwaffe. If anyone has information of DFS-230 in non-German markings, I would be pleased to publish it in the SAFO.

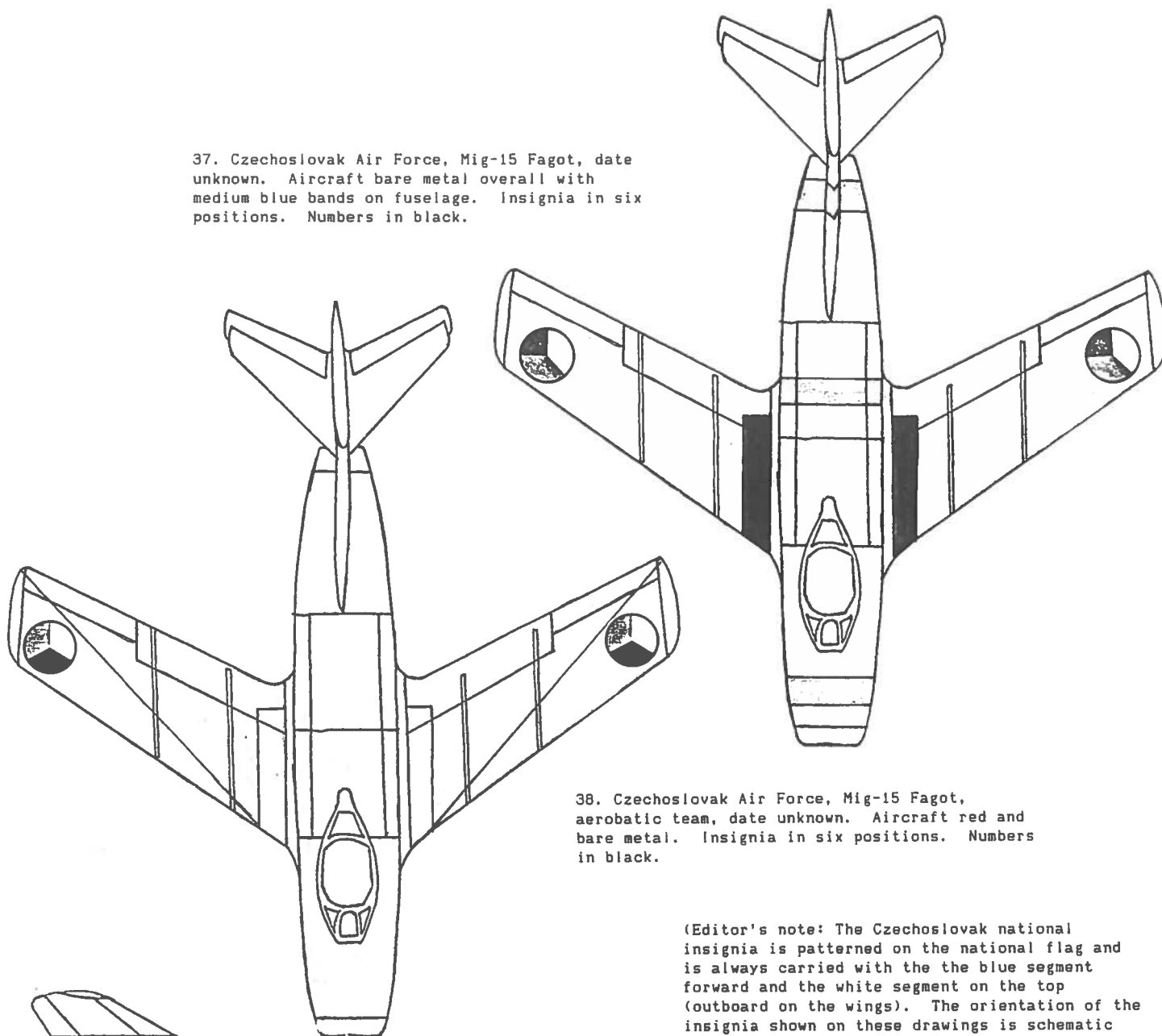
MiG Mania

Part 3: Czechoslovakia and Egypt

Nick Waters (SAFCH #2)
830A Kirkbride Ave.
Pearl City, HI 96782

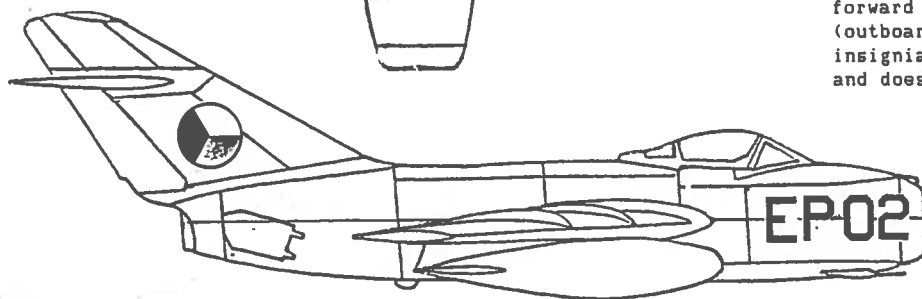


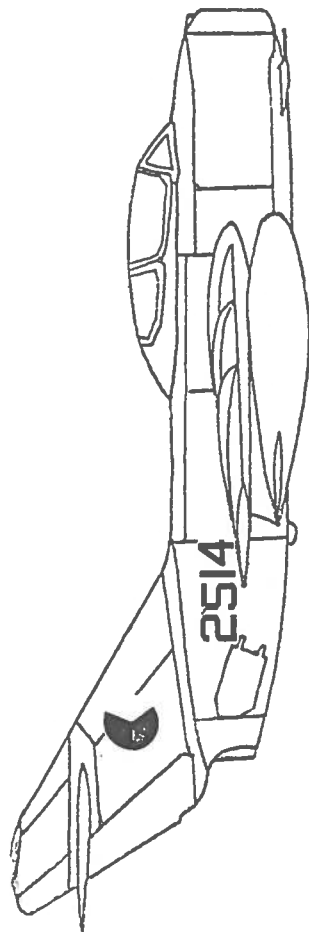
37. Czechoslovak Air Force, Mig-15 Fagot, date unknown. Aircraft bare metal overall with medium blue bands on fuselage. Insignia in six positions. Numbers in black.



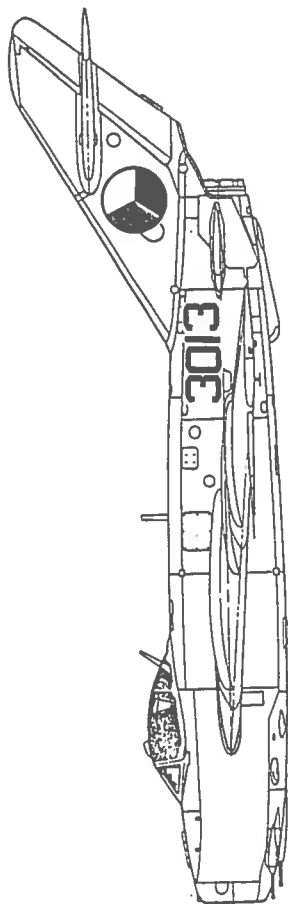
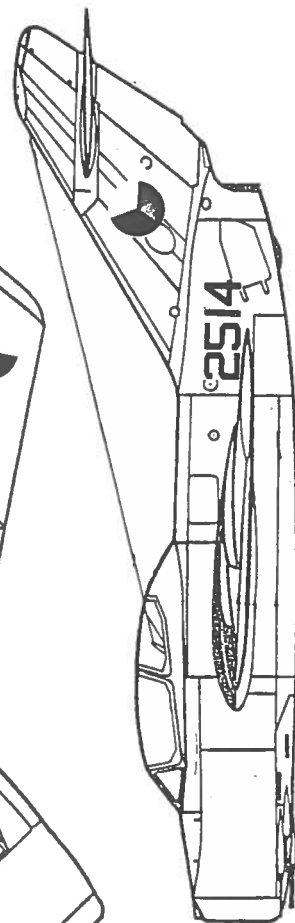
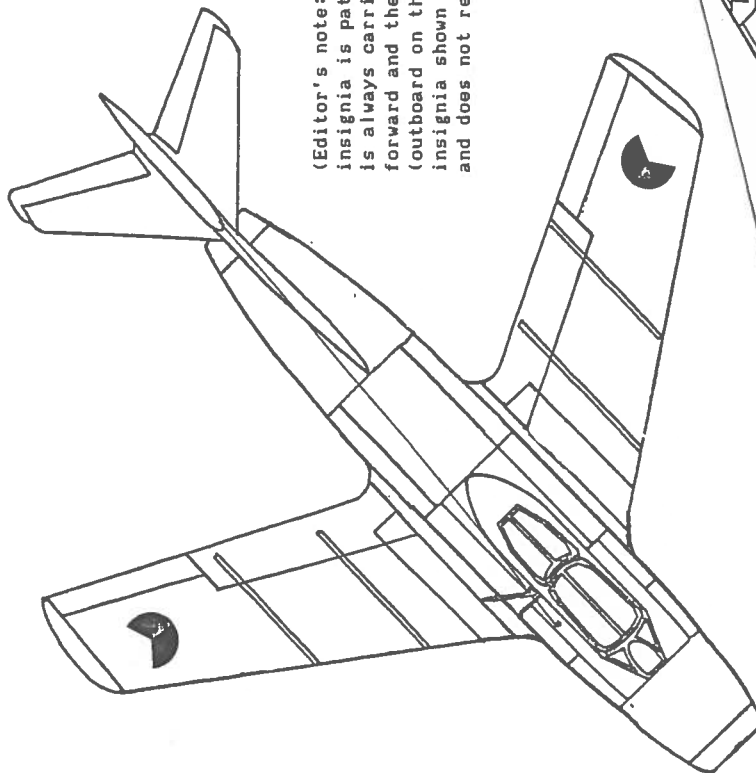
38. Czechoslovak Air Force, Mig-15 Fagot, aerobatic team, date unknown. Aircraft red and bare metal. Insignia in six positions. Numbers in black.

(Editor's note: The Czechoslovak national insignia is patterned on the national flag and is always carried with the blue segment forward and the white segment on the top (outboard on the wings). The orientation of the insignia shown on these drawings is schematic and does not represent the actual orientation.)

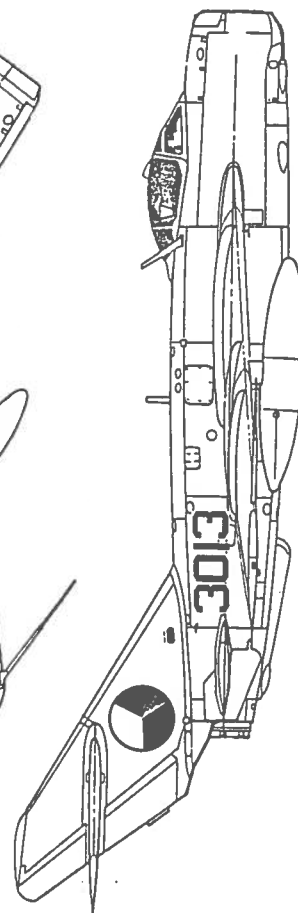
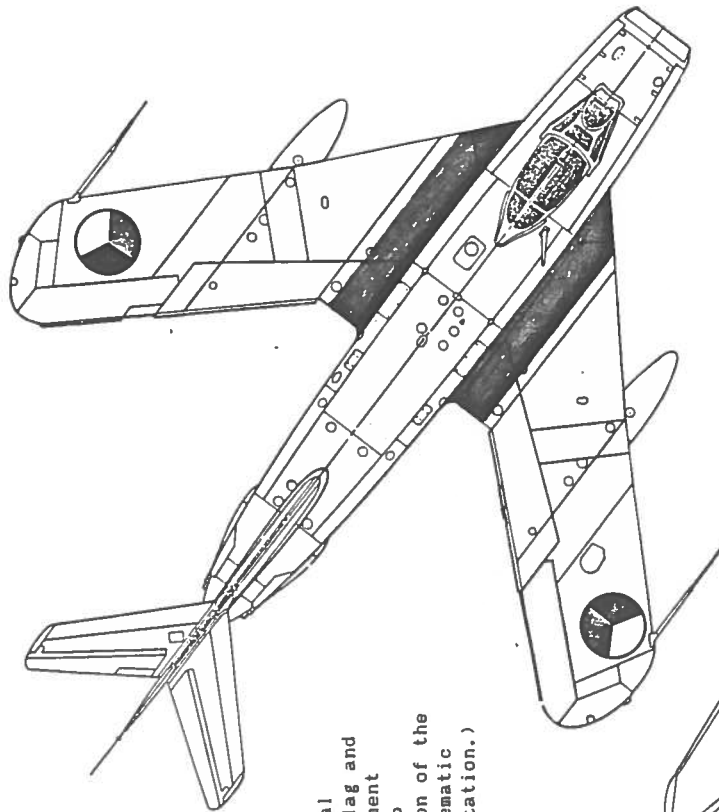




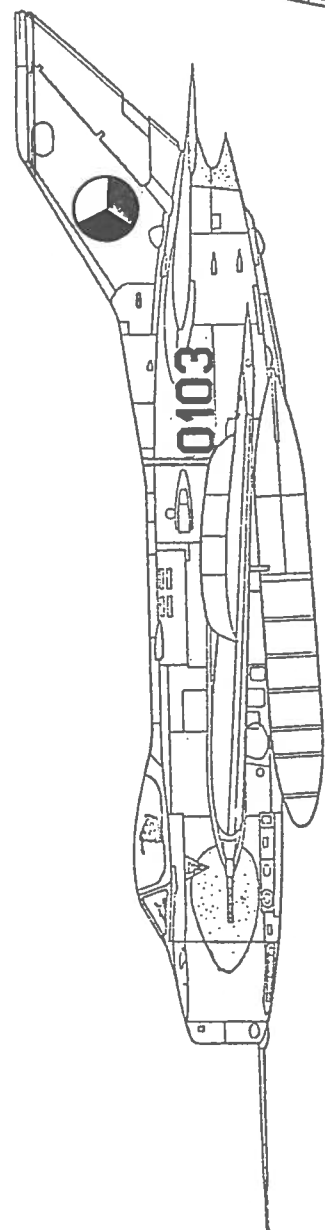
39. Czechoslovak Air Force, Mig-15UTI Midget, 1983. Aircraft bare metal overall. Insignia in six positions. Numbers in black. Fin tip red. No paint on wing walk areas.



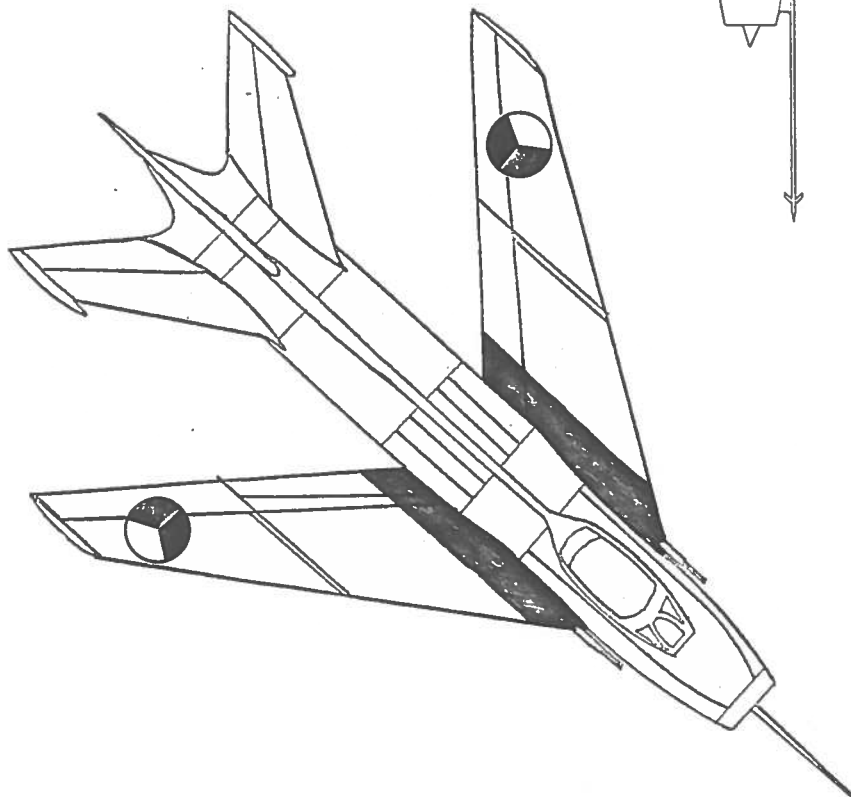
40. Czechoslovak Air Force, Mig-17 Fresco, 1958. Aircraft bare metal overall. Insignia in six positions. Numbers and wing walk area black.



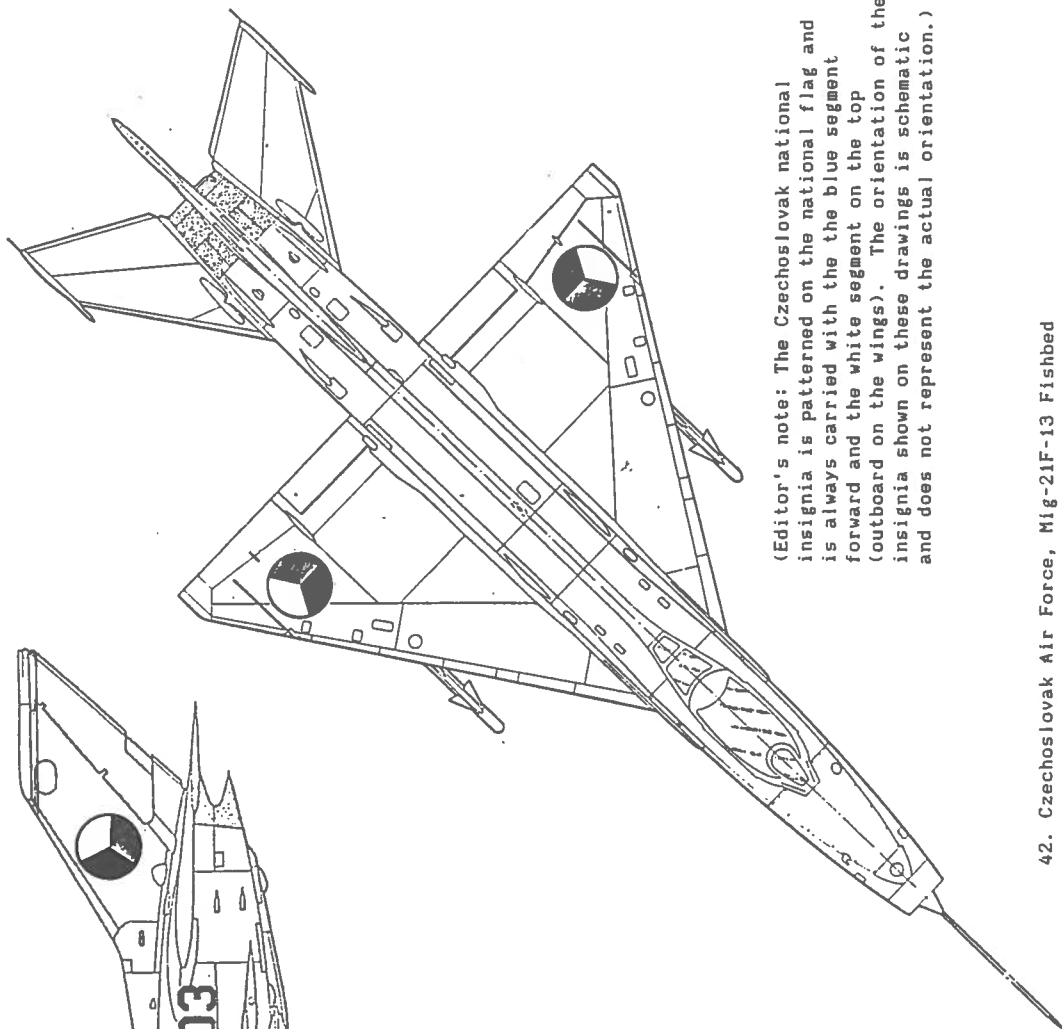
(Editor's note: The Czechoslovak national insignia is patterned on the national flag and is always carried with the blue segment forward and the white segment on the top (outboard on the wings). The orientation of the insignia shown on these drawings is schematic and does not represent the actual orientation.)



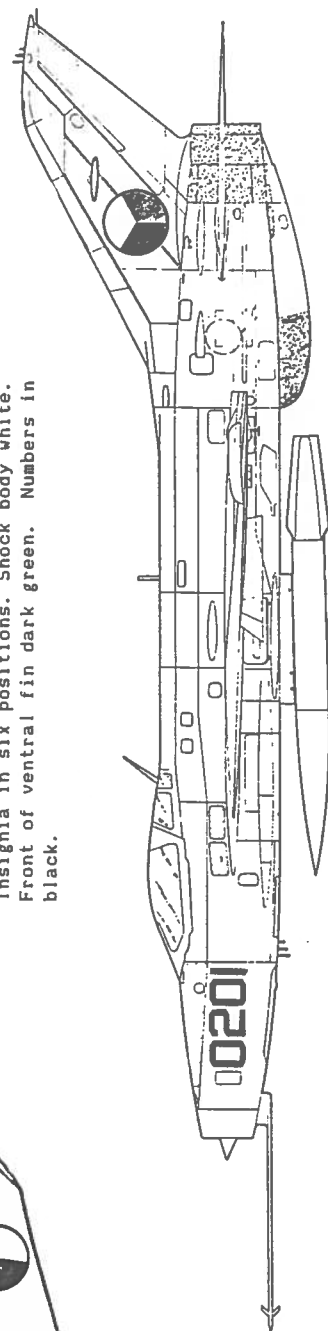
41. Czechoslovak Air Force, MiG-19 Farmer, 1963. Aircraft bare metal overall. Insignia in six positions. Red stripe on fin. Numbers and wing walk areas black.

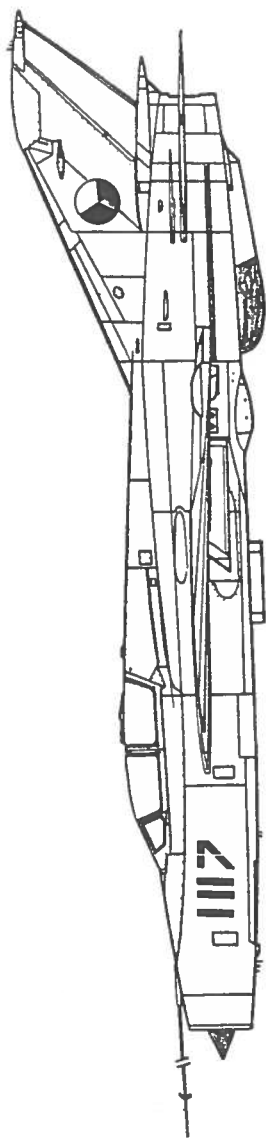


42. Czechoslovak Air Force, MiG-21F-13 Fishbed C/E, 1975. Aircraft bare metal overall. Insignia in six positions. Shock body white. Front of ventral fin dark green. Numbers in black.

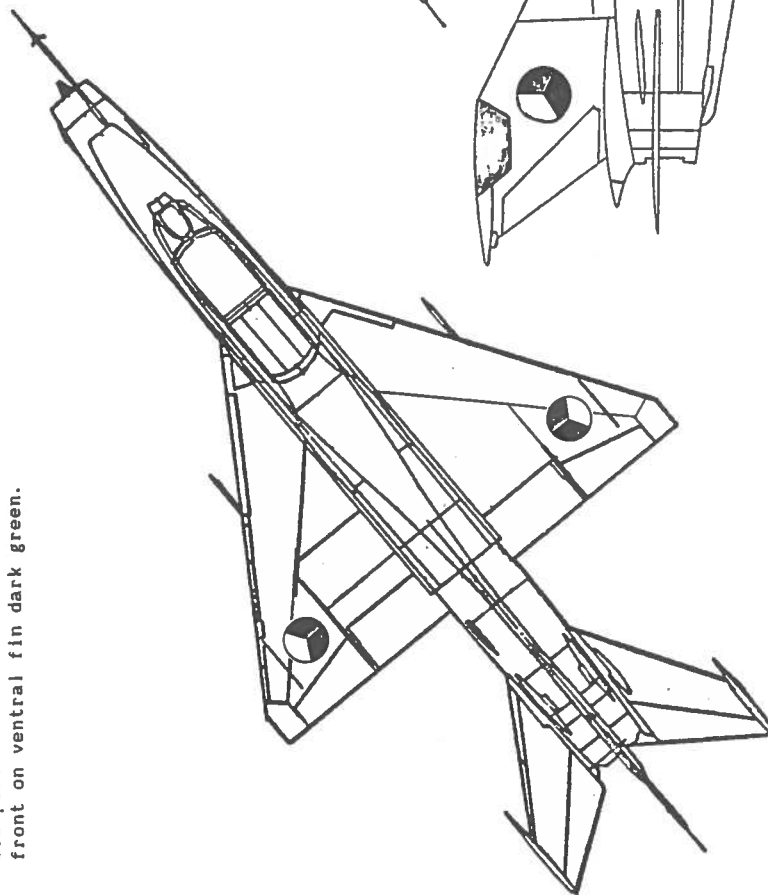


(Editor's note: The Czechoslovak national insignia is patterned on the national flag and is always carried with the blue segment forward and the white segment on the top (outboard on the wings). The orientation of the insignia shown on these drawings is schematic and does not represent the actual orientation.)

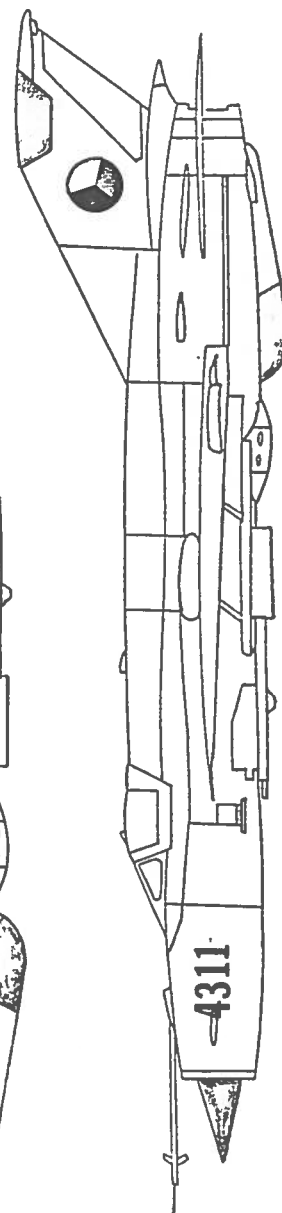
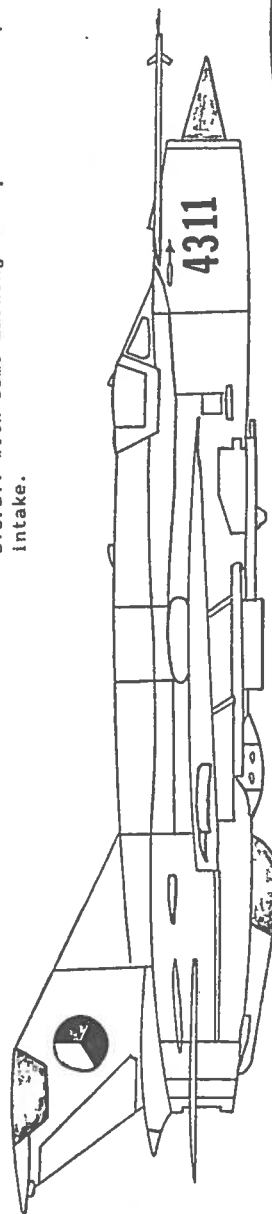




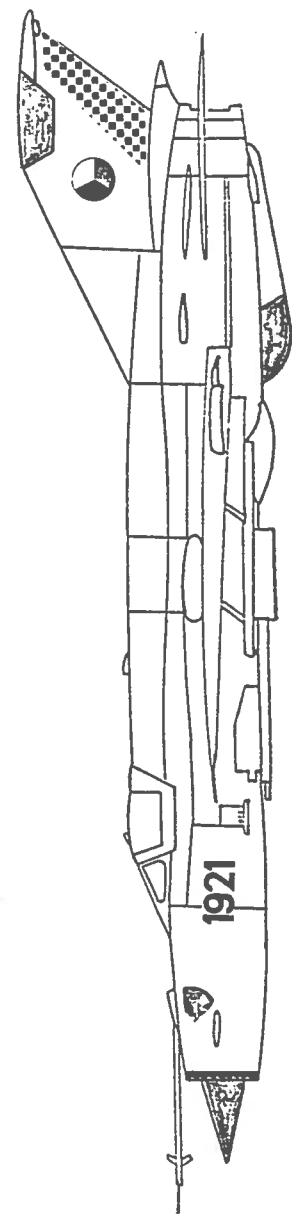
43. Czechoslovak Air Force, Mig-21UT1 Mongol, 1976. Aircraft bare metal overall. Insignia in six positions. Numbers in black. Radome and front on ventral fin dark green.



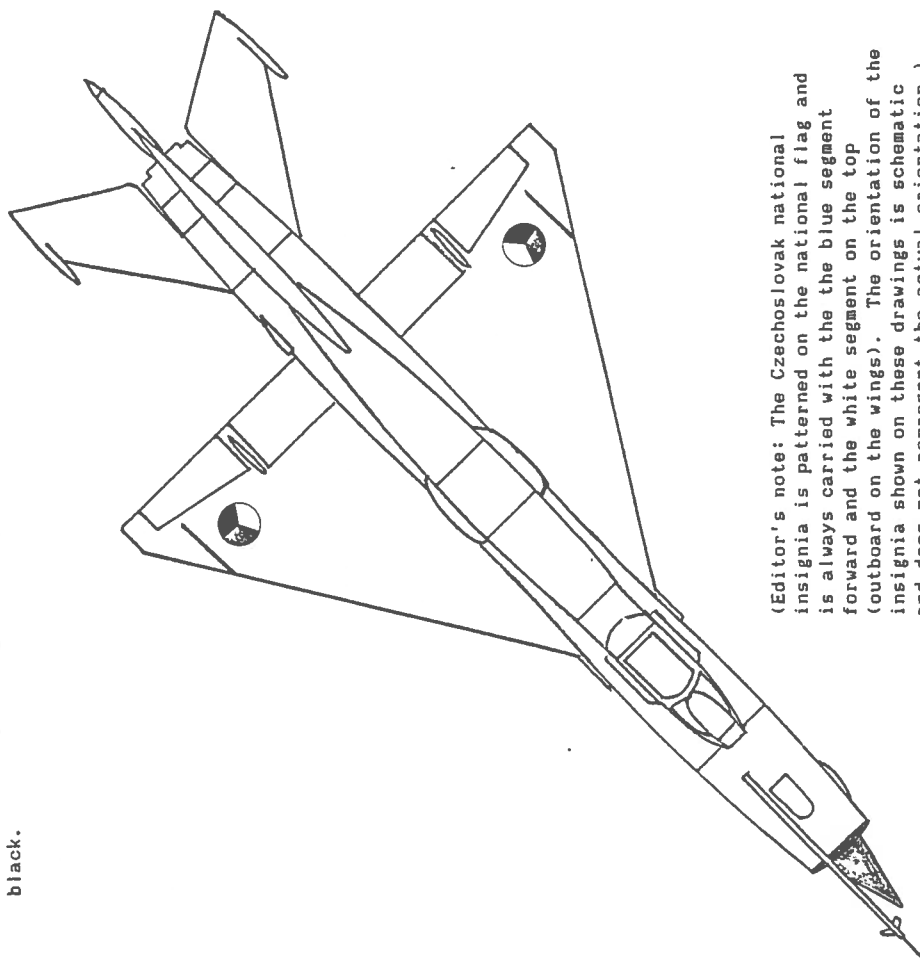
44. Czechoslovak Air Force, Mig-21bis Fishbed J, 1984. Aircraft bare metal overall. Insignia in six positions. Lip of intake is red. Numbers in black. Fin tip, radome, and front of ventral fin dark green. Aircraft #3008 is light grey overall with same markings except for red lip on intake.



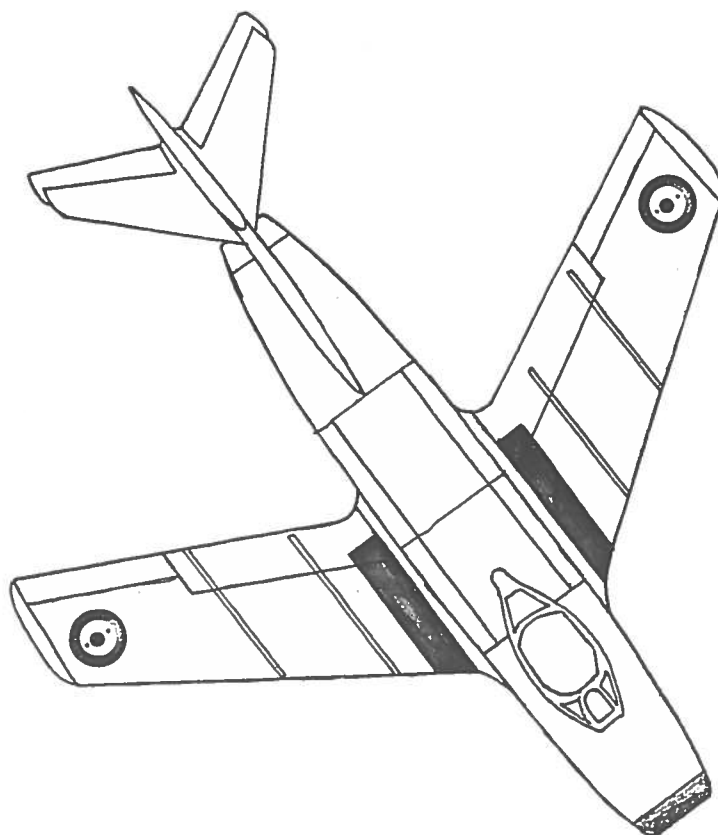
(Editor's note: The Czechoslovak national insignia is patterned on the national flag and is always carried with the blue segment forward and the white segment on the top (outboard on the wings). The orientation of the insignia shown on these drawings is schematic and does not represent the actual orientation.)



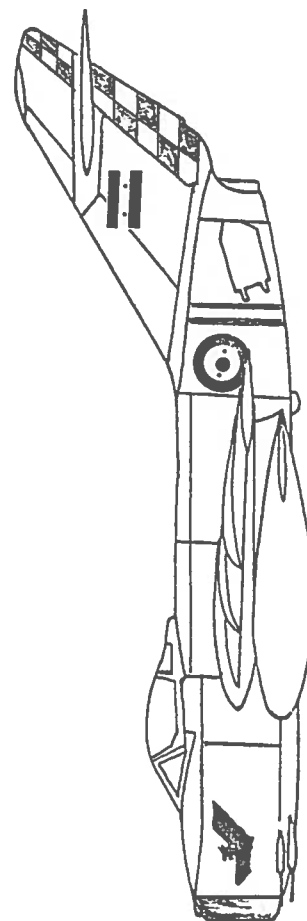
45. Czechoslovak Air Force, Mig-21MF Fishbed J, 1983. Aircraft is bare metal overall. Insignia in six positions. Rudder and nose band are black & white checks. Radome, fin tip, and front of ventral fin are dark green. Numbers in black.

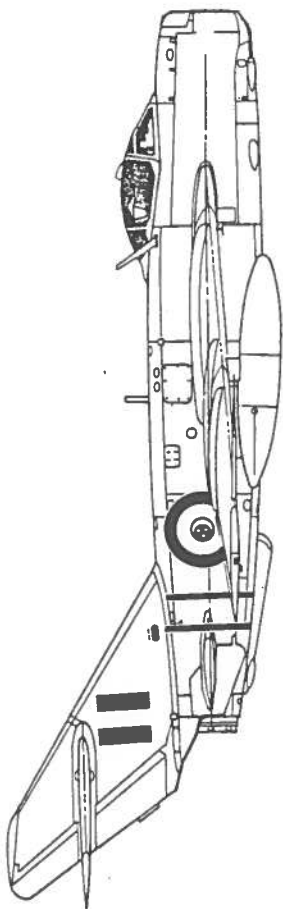


(Editor's note: The Czechoslovak national insignia is patterned on the national flag and is always carried with the blue segment forward and the white segment on the top (outboard on the wings). The orientation of the insignia shown on these drawings is schematic and does not represent the actual orientation.)

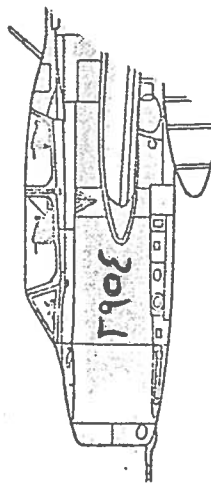
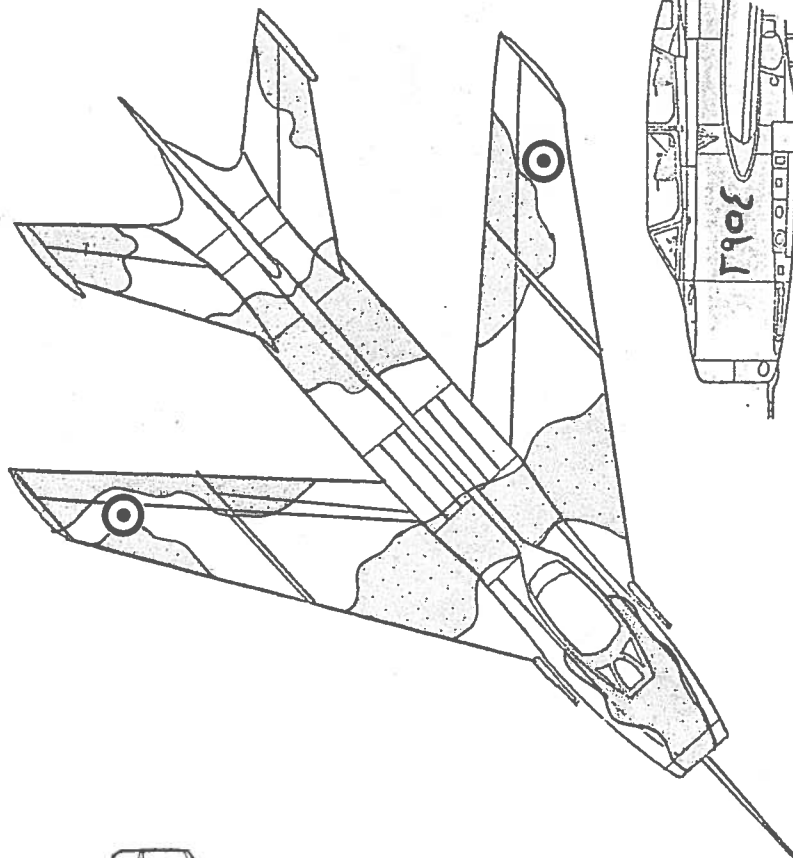
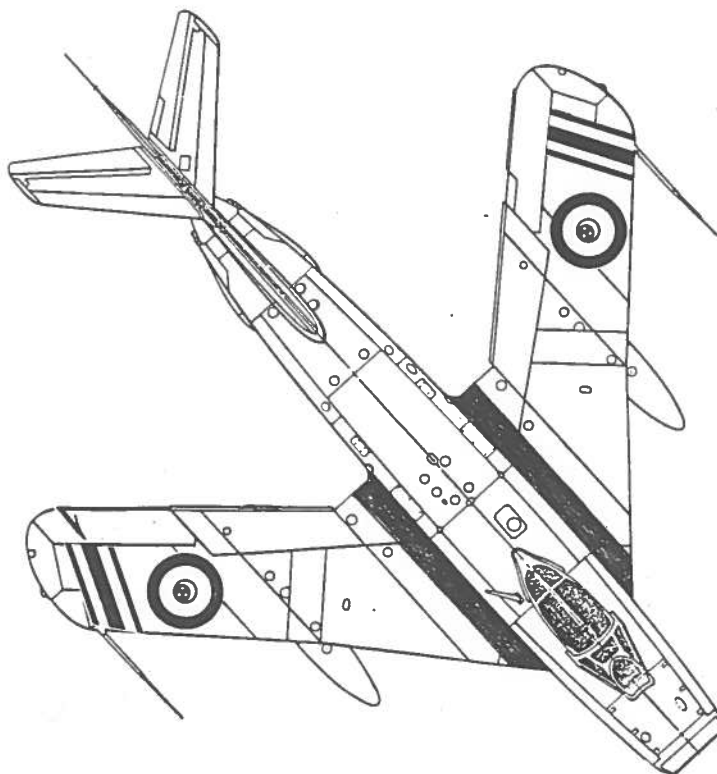


46. Egyptian Air Force, Mig-15 Fagot, 1958. Aircraft is bare metal overall. Insignia in six positions. Green bands on fuselage and nose; green/white rudder checks. Insignia on nose has been reported as both red and as black. Wing walks are black. No numbers visible.

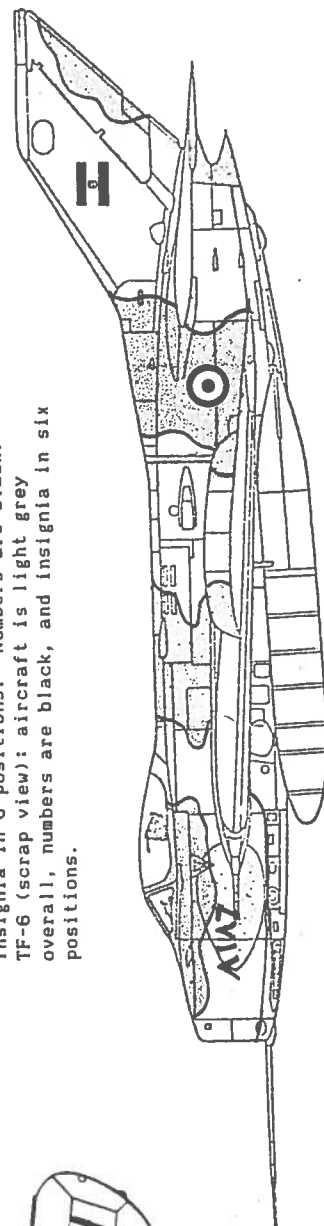


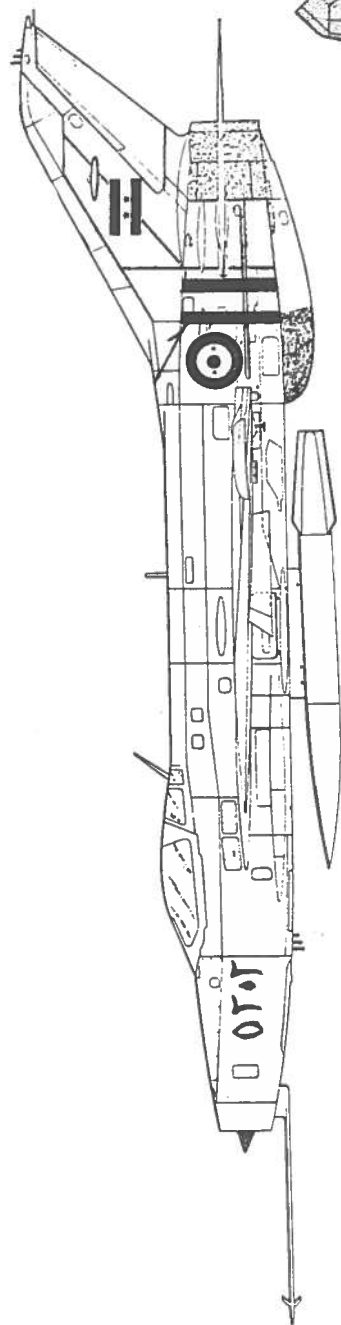


47. Egyptian Air Force, MiG-17F Fresco C, 1963. Aircraft is bare metal overall. Insignia in 6 positions. Identification bands on fuselage and wings are green (without white). No numbers. Wing walks are black.

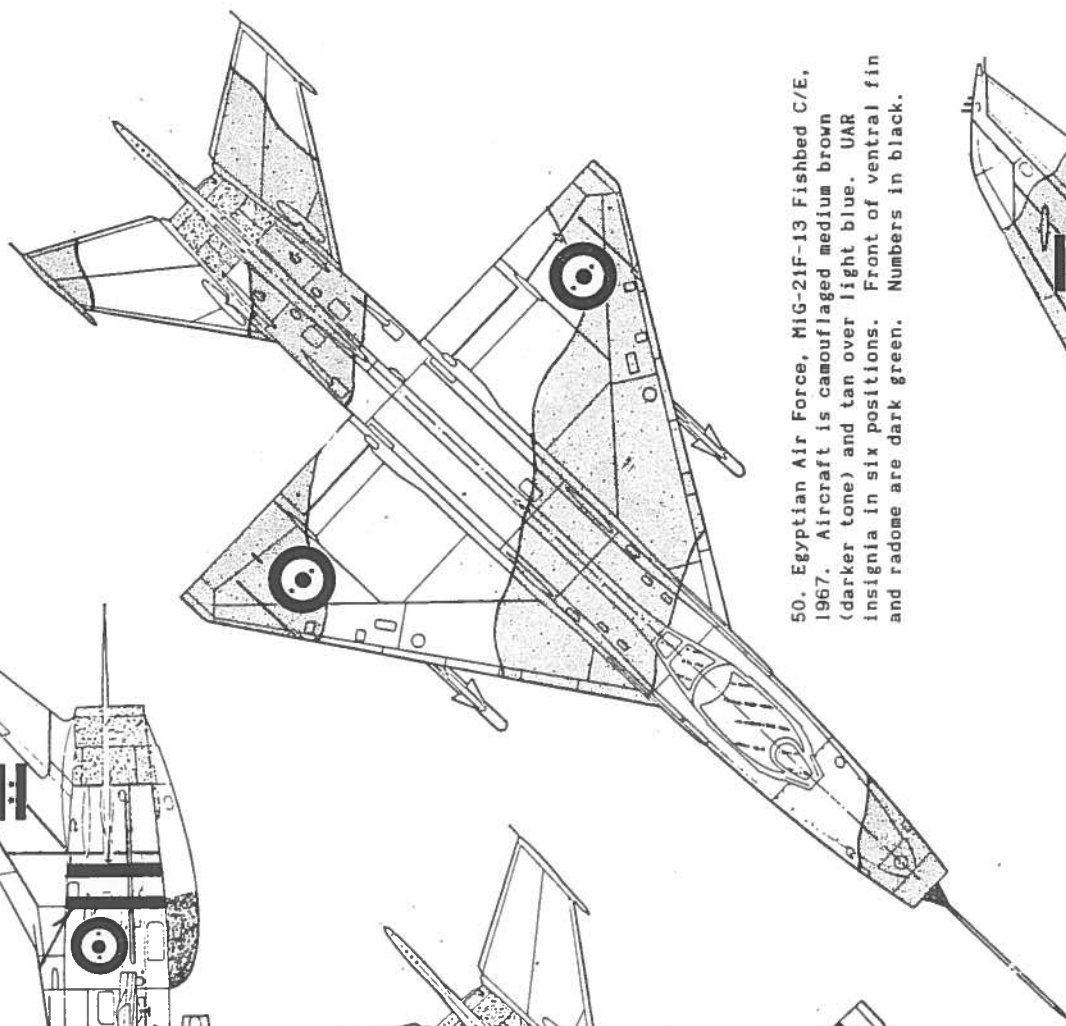
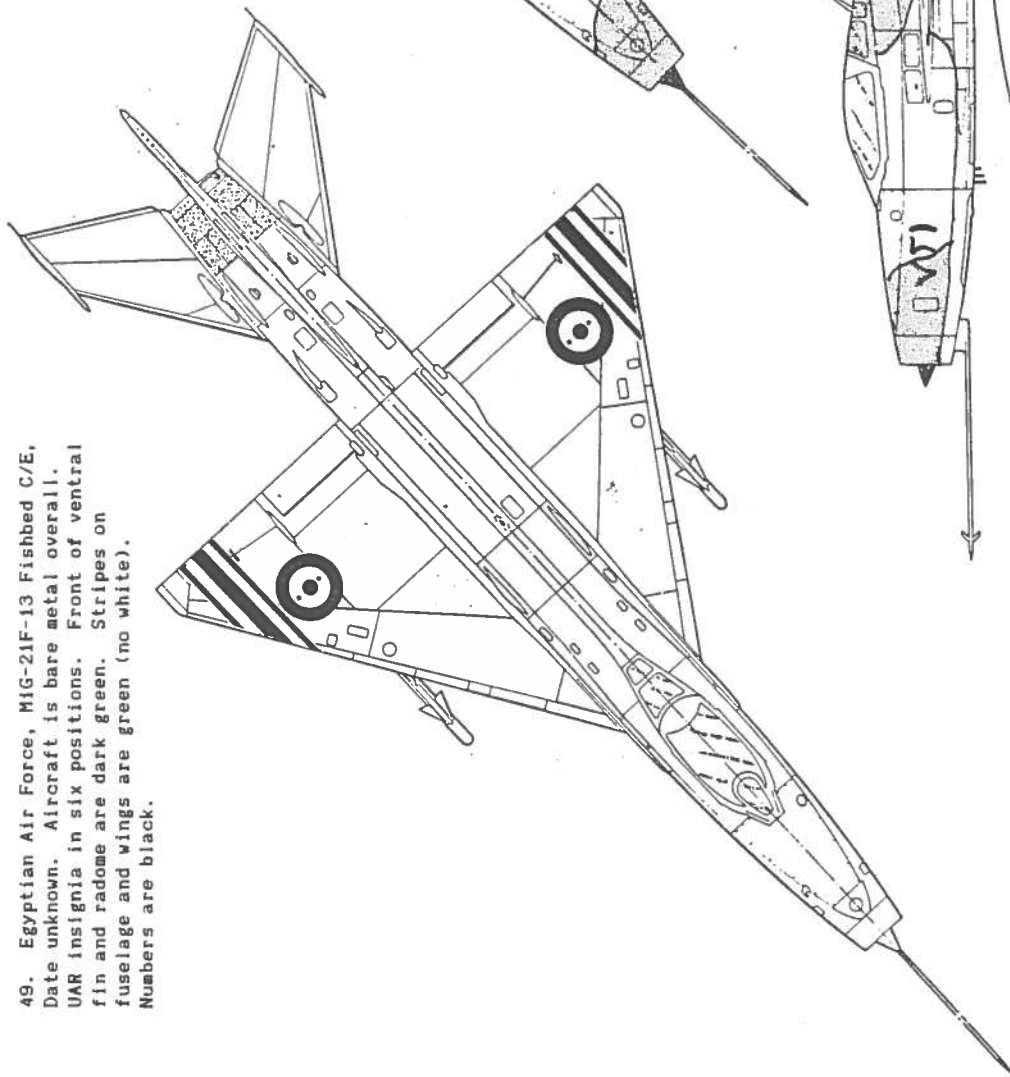


48. Egyptian Air Force, Shenyang F-6 Farmer, 1983. Aircraft is camouflaged medium blue-grey (darker tone) and medium grey over light grey. Insignia in 6 positions. Numbers are black. TF-6 (scrap view): aircraft is light grey overall, numbers are black, and insignia in six positions.

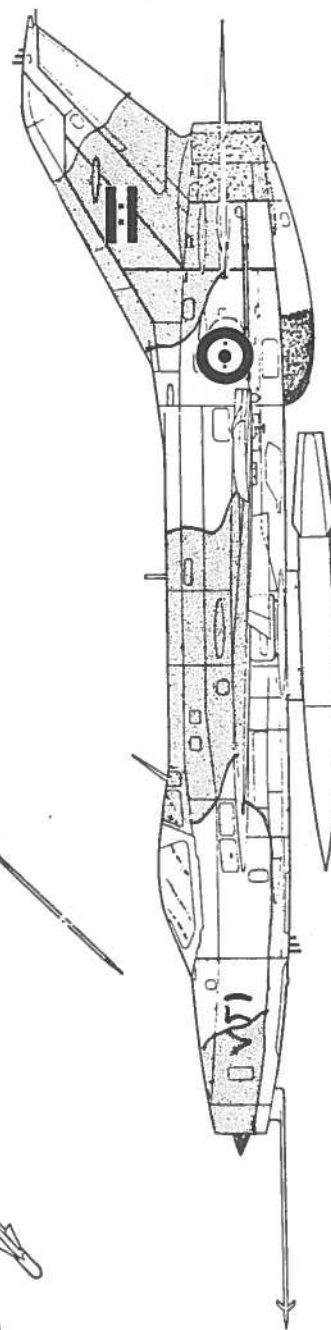


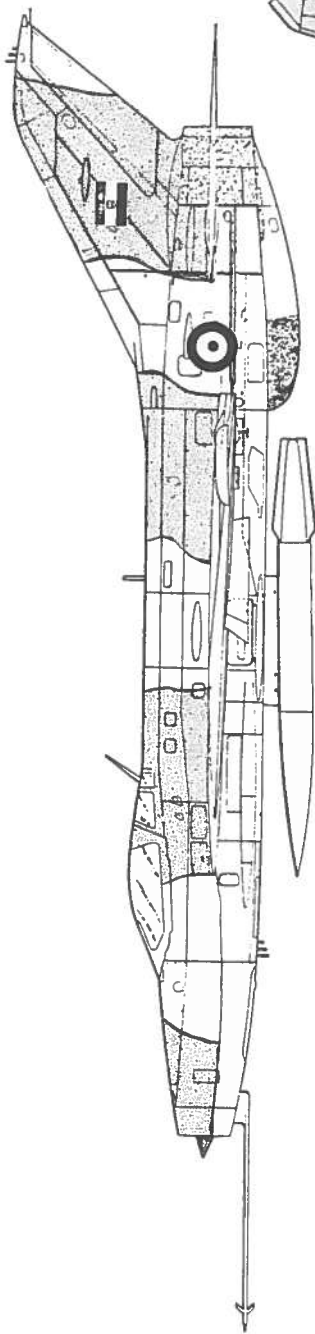


49. Egyptian Air Force, MiG-21F-13 Fishbed C/E. Date unknown. Aircraft is bare metal overall. UAR insignia in six positions. Front of ventral fin and radome are dark green. Stripes on fuselage and wings are green (no white). Numbers are black.

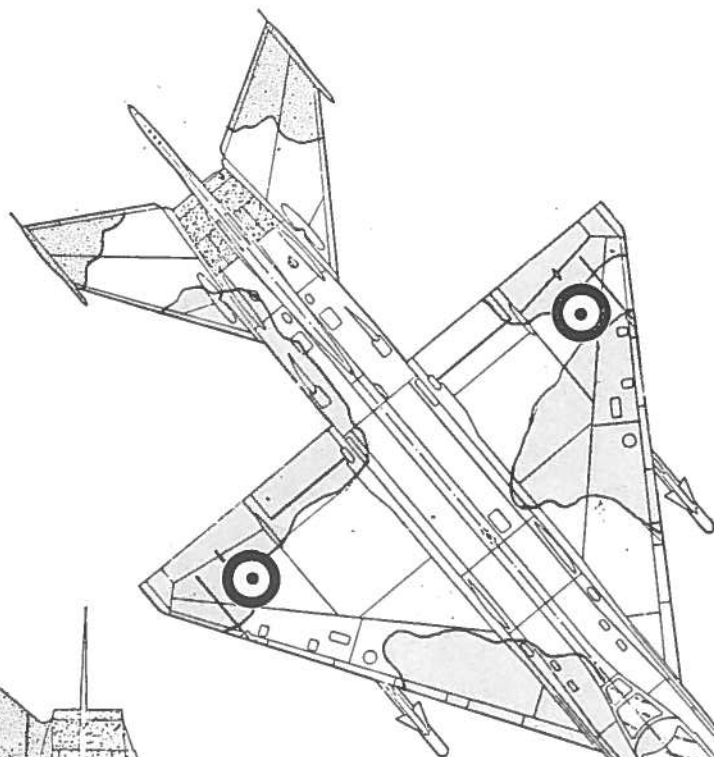


50. Egyptian Air Force, MiG-21F-13 Fishbed C/E, 1967. Aircraft is camouflaged medium brown (darker tone) and tan over light blue. UAR insignia in six positions. Front of ventral fin and radome are dark green. Numbers in black.

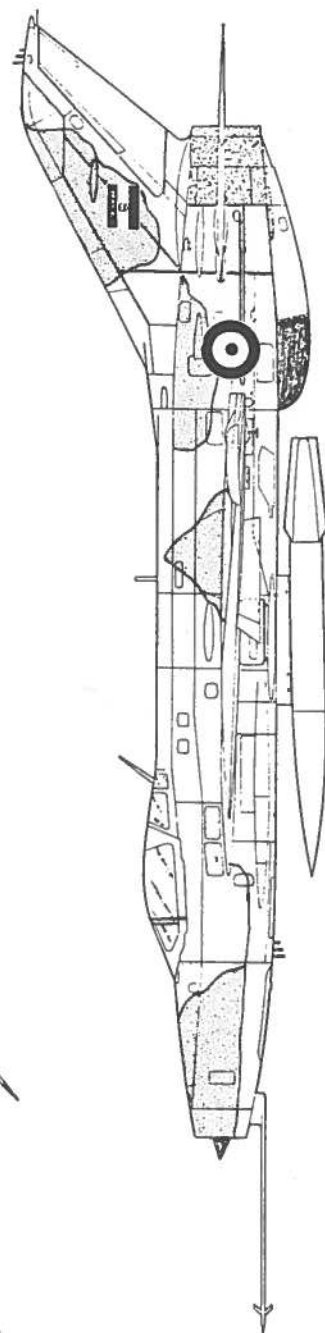
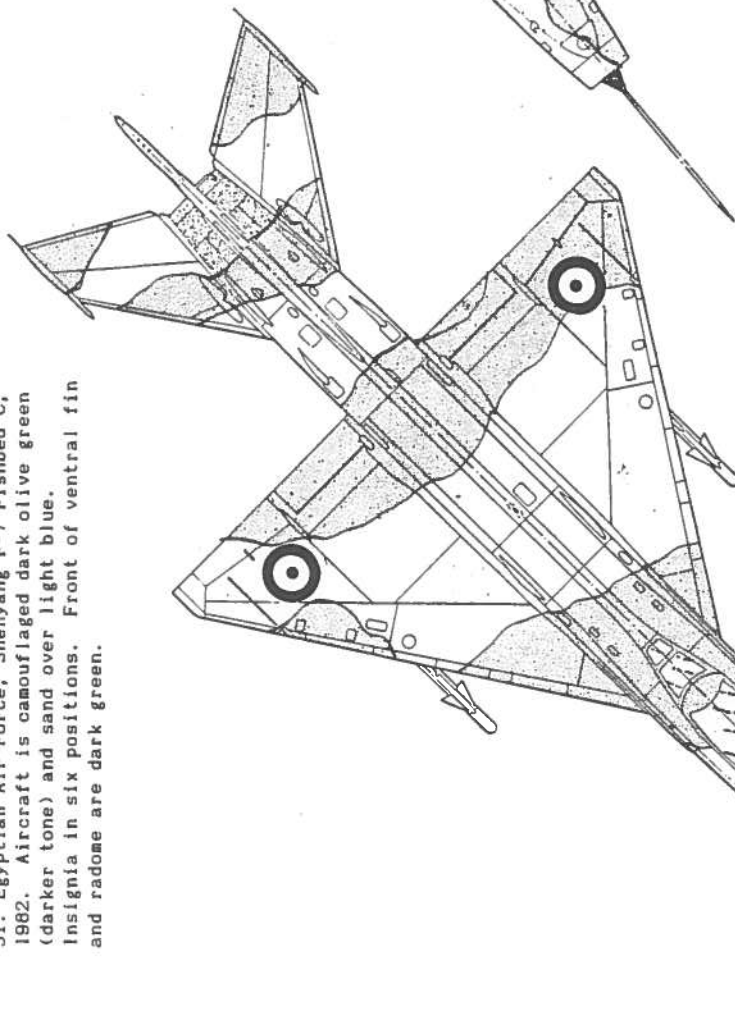




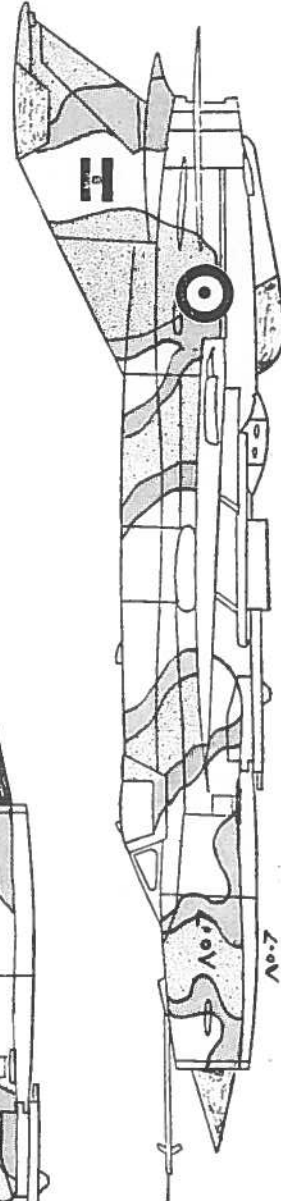
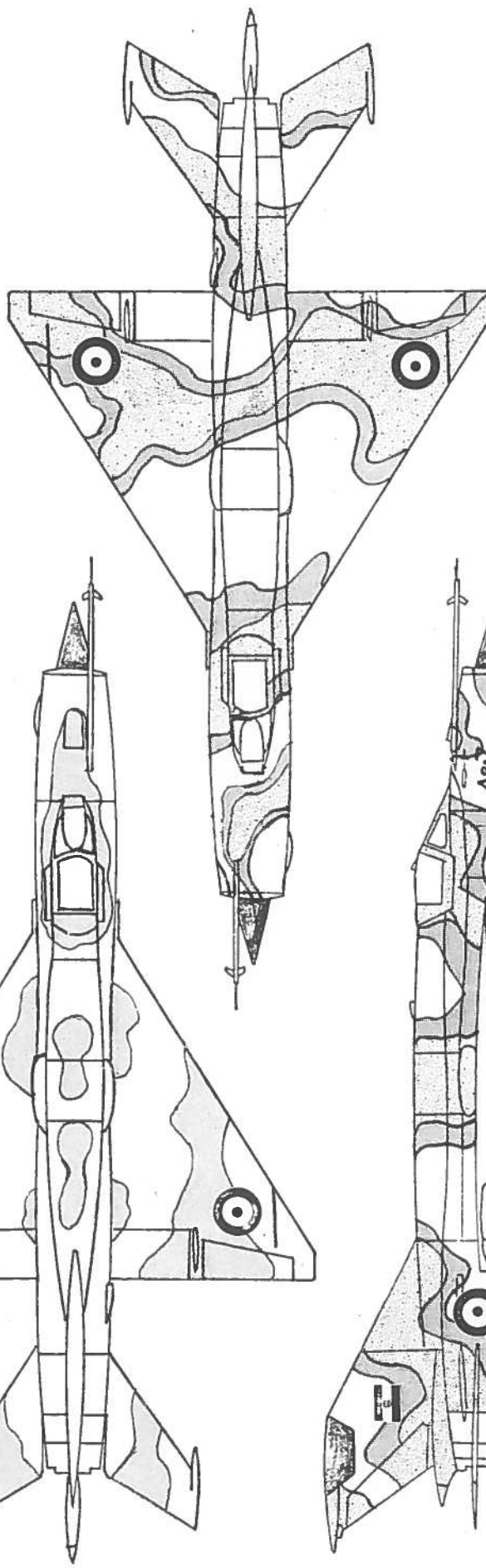
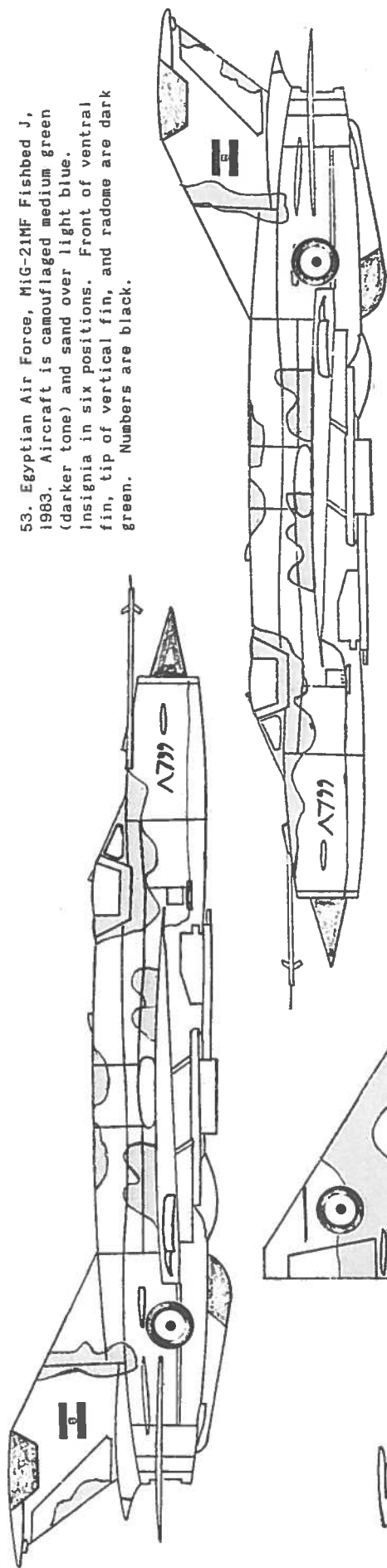
51. Egyptian Air Force, Shenyang F-7 Fishbed C, 1982. Aircraft is camouflaged dark olive green (darker tone) and sand over light blue. Insignia in six positions. Front of ventral fin and radome are dark green.



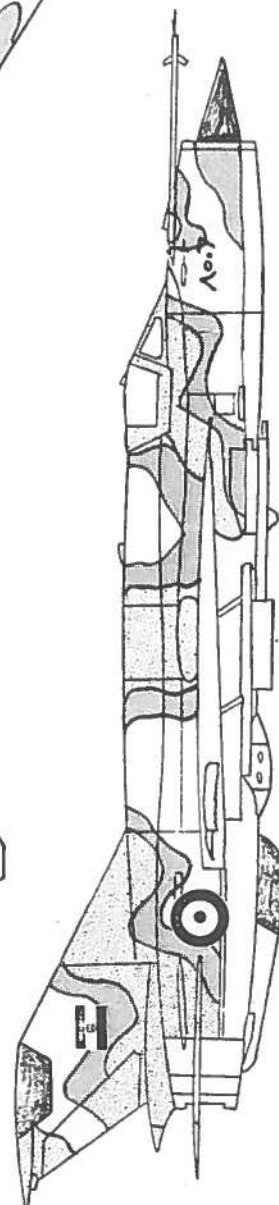
52. Egyptian Air Force, Shenyang F-7 Fishbed C, 1983. Aircraft is camouflaged medium grey and light grey over light blue. Insignia in six positions. Front of ventral fin and radome are dark green. Interior of wheel wells appear to be red/orange in color. No numbers are visible.



53. Egyptian Air Force, MiG-21MF Fishbed J, 1983. Aircraft is camouflaged medium green (darker tone) and sand over light blue. Insignia in six positions. Front of ventral fin, tip of ventral fin, and radome are dark green. Numbers are black.



54. Egyptian Air Force, MiG-21MF, Fishbed J, 1983. Aircraft is camouflaged dark olive green (darkest tone), medium green (medium tone), and sand over light blue. Insignia in six positions. Front of ventral fin, tip of ventral fin, and radome are dark green. Numbers are black.



AIRCRAFT OF THE SOUTH AFRICAN AIR FORCE by Potgieter, Sheenkamp, Becker, & Vosloo. 188 pages (21.5 cm by 29 cm), 40 b&w photos, 138 color photos, and 33 color drawings of squadron badges. Softbound.

When this book first came out a few years ago as a hardbound edition, its excellent color photos made it an instant hit with all the reviewers. Now it is available in a softbound version and I am pleased to report that not only is the cost substantially reduced but the quality of the photos is still outstandingly excellent.

While the color photos are the main attraction of this book, there is a 20-page history of the SAAF that fills in many of the gaps in the SAFCH files. Of particular note are the photos of a SAAF DH-9 carrying the seldom-depicted red, green, lemon-yellow, and blue roundel used in the twenties and a DH-9J built in South Africa from DH-4 airframes and fitted with a radial engine. This section includes all the b&w photos.

The main section of the book consists of a survey of aircraft currently serving with the SAAF: Mirage F1, Mirage III, Buccaneer, Sabre, Canberra, MB-326 Impala, Dakota, DC-4 Sky-master, C-130 Hercules, Transall, Shackleton, Piaggio P-166S Albatross, Westland Wasp, Alouette III, Puma, Super Frelon, Harvard, Bosbok, Kudu, Cessna 185, and Vampire. Each type is covered by text and a large number of color photos. These photos, reproduced in accurate color on high-quality glossy paper, are the best this reviewer has seen in any book either hardbound or softbound.

Included in the main text and in an appendix are histories of all SAAF squadrons and units. A final appendix includes a small 3-view drawing and specifications for all aircraft in current service with the SAAF.

This is an outstanding book, both technically and visually, and it can be enthusiastically recommended to all SAFO readers especially at the ridiculously low price of \$10.00 as available through the SAFCH Sales Service.

DASSAULT MIRAGE F1 by Rene Francillon: Aerofax Minigraph #17. 44 pages (21.5 cm by 29 cm) 146 b&w photos, 32 color photos, and 10 side-view drawings. Softcover

If you haven't seen any issues of Aerofax's Minigraph series, you are in for a pleasant surprise. Do not let the title of the series mislead you - there is nothing "mini" about these Minigraphs. The text is extensive (exceeding even the SAFO in information per square inch), the number and quality of the photos of aircraft is incredible, and the selection of photos of details for the modeler puts similar publication to shame.

The small-air-force coverage is outstanding with almost four column-feet of text on "Non-indigenous Mirage F1 Operators". Small-air-force Mirage F1s are also well represented by photos: Ecuador (2 b&w & 1 color), Greece (1 b&w & 2 color), Iraq (2 b&w & 3 color), Jordan (1 b&w & 2 color), Kuwait (2 color), Libya (2 b&w), Morocco (1 b&w & 1 color), Qatar (1 b&w & 2 color), South Africa (2 b&w), and Spain (1 b&w and 1 color). The side-view drawings include F1s in the markings of Jordan (2), Qatar, and Greece.

To quote from the press release: "This is the most thorough coverage yet published describing the development history, operational service life, and technical aspects of the

Dassault Mirage F1. All variants of the F1, including those sold for foreign use, are described in exceptional detail. For the first time, information is presented verifying that the F1 has scored several kills over the Grumman F-14 during the on-going Iranian/Iraqi conflict, and also for the first time photos are presented verifying that some South African Air Force Mirage F1 variants have retractable in-flight refueling probes."

Also received from the publisher are Minigraphs #14 Lockheed F-94 and #24 Rockwell B-1A/B. Since these are identical in format to the Minigraph on Mirage F1 and since they contain no small-air-force information, they will not be reviewed here other than to mention that they are also of the highest quality. To conserve shelf space in the editorial office, the latter two Minigraphs are offered for sale to SAFO members through the SAFCH Sales Service. The money received for these issues will be credited to Aerofax's SAFCH account.

INDEX TO MODEL PERIODICALS 1976 by Paul Cardwell, Jr. 232 pages (21 cm by 28 cm). Hippogriff Publication, 111 E. 5th, Bonham, TX 75418. Softbound.

Preparing an index of all modeling publications is a Herculean job and one that, as Paul's experience shows, is not without its difficulties. Paul writes: "The 1971-1975 Index was published by Scarecrow Press and received favorable reviews except that most of the reviewers felt that at \$27.50, the Index was too expensive. I agree. Scarecrow wanted to cut down the scope of the Index from the 25 English-language publications while I wanted to expand it to cover all model periodicals in the world. Therefore, we had a parting of the ways.

"I found another publisher, who sat on it for two and a half years doing nothing. I decided that for the Index to be done properly, I would have to publish it myself. I spent six more years trying to find a word-processor which could handle the diacritical marks and special characters required in indexing publications in several languages. Finally I found the equipment, learned to use the computer, and started work. As a result, the index for 1976 is finally out. The next issue of the index will be for 1985, published sometime in late 1986. I will try to publish at least two of the 1977-1984 gap each year, along with the previous year's index, until the gap is filled."

How monumental a task Paul has taken upon himself can be judged from a review of the 1976 edition of his Index. The scope of the effort can be delineated by the Contents page: "STATIC SCALE: Drawings, Scratch Plans, Conversions, Superdetailing, Kit Construction and Correction. Aircraft, Armor, Automobiles, Engines, Figures, Ships, Structures, Dioramas, Miscellaneous (40 pages). OPERATING SCALE: Aircraft by control system, Boats by propulsion, Cars, Railroad by type (11 pages). COLOR PATTERNS: Aircraft by period, Armor by type, Automobiles by type, Railroad by type, Ships by nation (30 pages). NON-SCALE MODELS: Aircraft by competition type, Boats by type, Cars by type, Rockets by competition type (12 pages). ARTICLES: Construction by subject; control by subject; design by subject; engine by type, fuel, propellers; finish, colors, application type; history by subject; introduction by subject, operation by subject, safety, weather; standards; test

equipment by type of test; accessories and tools by type; wargaming; miscellaneous (70 pages). REVIEWS: Books by subject; Engines by type and size; Kits, static by subject, operating by type, control, & size; Movies & Records; Other (materials, decals, RC gear, tools); wargames (62 pages)."

Sixty-six publications are included in the index. Conspicuous in their absence is *Air Enthusiast/International* and many IPMS-branch publications.

As an example of the indexing procedure, let's see what was published under the title of "Poland" during 1976. "AIRCRAFT; Scale Drawings; Between World Wars; Poland, Military: PZL P-7a: 3 1/2 v, sec, cd, pat, tcol: MPM Mr 76 59:12. P-7a: s3v, sec, cd, pat, col, pph: L+K (5 J1) 76 52/14:557+. PZL P-11a: 1 1/2 v, cd, pat, tcol: MPM Mr 76 59:14" "AIRCRAFT; Scale Drawings; Post World War II; Poland, Civil: SZD-21-2B Kobus 3: 3v, sec, cd, pat, tcol: 1964 sailplane: Rdm 0 76 118:(26)." "COLOR PATTERNS; AIRCRAFT; COLOR SCHEMES; Between World Wars; Poland, Military: Albatros D.III: Esc Kosciuszko, Russo-Polish War, 1920 MPM J1 76 65:20. Fokker D.VII: AN 15 0 76 5/10:9. PZL P-7a: 142 Sqn, July 1935, Pamula: MPM Mr 76 49:14. PZL P-7a: Brygada Poscugiwal L+K (5 J1) 76 52/14:bc. Polikarpov S-13 (Po-2 conv): ambulance: Ud (Mr 76) 11/5:116." "COLOR PATTERNS; COLOR SCHEMES; World War II; Poland: PZL P-11a: 152 Sqn, Sept 1939: MPM Mr 76 59:15. PZL P-11c: std camouflage: PAM Ap 76 13:225." "COLOR PATTERNS; AIRCRAFT; COLOR SCHEMES; Post World War II; Poland, Civil: Mil Mi-2: L+K (21 Je) 76 52/13:bc." "HISTORY; AIRCRAFT Individual; Post World War II; Poland: SZD-21-2b Kobus 3: 1964 sailplane: Rdm 0 76 118:27"

The first thing you probably noticed is the completeness of the information provided by use of abbreviations (sec = cross-sections, cd = covering detail; where seams are, metal, wood, or fabric, etc., pat = pattern of paint scheme shown on drawing, tcol = color information is in text but not on drawings, col = colors in a paint scheme, pph = pictures of the full-sized prototype). The publications mentioned are: MPM = Maquettes Plastique Magazine, Rdm = Radio Modelisme, AN = Aviation News, L+K = Letectiv + Kosmonautika, PAM = Plastic Aircraft Model News. Another thing that is apparent from the above listings is the extensive use of cross referencing.

Every modeler should have this index available for his use, but it is not necessary that everybody has his own personal copy. Ask you local library to subscribe to this Index and it would be a great idea if every modeling club had the series available for use by its members. If neither of the above sources are available (and even if they are), you may want to obtain your own subscription. No price is mentioned, so you will have to write to the publisher to obtain that important information.

AVIACION MUNDIAL EN ESPANA (GUERRA CIVIL) 1936-1939: AVIONES AMERICANOS Y RUSOS by Miranda and Mercado.

This book was announced in SAFO #36 and a letter praising its merits appeared in SAFO #37. I have recently received a copy of this book and I can report that it is even better than the reviews said it was. The scale drawings alone are worth the cost of the book. If you are a collector of scale drawings, you are probably happy to pay from \$1.00 to \$2.00 for a set of good drawings. Since there are 32 air-

craft covered in this book, even at the US price of \$50.00 you are still paying less than \$1.60 per aircraft, and since most aircraft are covered in several pages of drawings (e.g., 9 pages for the DC-1/2 and 12 pages for the I-16), the price per page is significantly less. And, best of all, the plans are all in 1/72 scale. The drawings themselves are of the highest quality and include side, front, top, and bottom views; cross sections; drawings of various versions including modifications made in Spain; and tone drawings (with color code). In addition, since the aircraft described are all from the 1930s, the drawings cover many aircraft for which plans are difficult, if not impossible, to locate.

The authors intention seems to be to provide a drawings of each individual aircraft that served on either side in the Civil War provided there is credible information. However, they are not afraid to leave a set of drawings unmarked rather than present tone drawings that represent only a wild guess at what "might have been". However, they do not hesitate to include drawings for aircraft carrying markings that are not supported by photographic evidence, but these drawings are clearly marked with an *.

Let me review a few of the shorter subjects in detail to give a better idea of what make this book great.

The Spartan 7-W is covered in 6 pages with a page of text; 4 photos of aircraft in Spanish service; a page of 1/72-scale 6 view (port, starboard, top, bottom, front, rear) drawings with 7 cross sections; and two full pages of drawings of 5 different color schemes ('T0-02' with green top surfaces, silver lower surfaces, tri-color rudder, and red fuselage band and wing tips; unmarked with green and brown camouflaged top surfaces, silver under surfaces, tri-color rudder, and red wing tips; 'EC-AGM' with green top surfaces, pale blue under surfaces, tricolor rudder, and white registration on the fuselage and the top and bottom surfaces of the wings; "30o74" with green top surfaces, pale blue under surfaces, white wing tips, black disc insignia on fuselage, black cross of St. Andrew on a white rudder, and white crosses on black disc national insignia on both surfaces of the wing. This latter scheme is marked with as *.

The Boeing 281 is covered in six pages. The one page of text (in Spanish) apparently covers the export of the aircraft to Spain and its subsequent service with the Nationalists. Three photos are included: one of the prototype 281 in US markings, one of 'X2771' an export model, and one of a Spanish Boeing 281 in May of 1935. There are three full pages of drawings: One page is a 1/72-scale 6-view drawing (port, starboard, top, bottom, front, & back with 7 cross sections. The second full page drawing shows various armament configurations. The final page contains 4 side-view tone drawings, 3 of which are accompanied by top views. The aircraft drawn are: (1) The Spanish Boeing as it appeared in May 1935. (2) An aircraft described by Jean Cuny (blue fuselage and silver flying surfaces with no markings. (3) The authors' best guess for the color scheme (silver overall with the Republican three-color rudder and roundels). (4) An aircraft depicted in *A Escala* which is the same as (3) but with red bands added to the wings and fuselage. The latter three schemes are all marked with an *.

(Continued on page 56)

PANTHERS OVER THE PAMPUS

The Argentine Navy's First Jet

The interest of the Argentine Navy in jet-propelled aircraft can be traced back to the early 1950s when in response to an invitation from the Argentine Air Force, four navy pilots (Capitan de Corbet Carballo, Teniente de Fragata Irigoin, and Tenientes de Corbeta Serra and Tagliazucchi) participated between April and June 1953 in a course on fighter-interception using Meteor FMk-4s. Although the interest within the Argentine Navy was high, internal political events retarded the introduction of jets into the Navy until 1955. At that time, the Argentine Naval Attache in Washington received instructions from his government to begin contacts with US authorities aimed at the eventual introduction of jet fighters into Argentine Naval Aviation. Although the Argentine request was supported by the US Navy, negotiations were obstructed from the start by the US Department of State which was reluctant to release any kind of modern weapons to Argentina during the mid-fifties. Finally, after hard negotiations and with a new government in the US, by late 1955 a group of Argentine Navy personnel arrived at NAS Kingsville in the US for jet training.

This group was commanded by Captain de Corbets Baldacci, and included the following: Tenientes de Navio Serra and Sidoti and Teniente de Corbeta Gomez Villafane. To adapt to USN training procedures, these four officers initially flew propeller-driven North American T-28 Trojans. They then received training on Lockheed TV-2 T-Birds and finally they received advanced training on F9F-5 Panthers. By late 1956 all four of the Argentine pilots had received their USN wings.

During 1957, the sale of 24 F9F-2 Panthers was authorized at the unit price of 1,071,600 Argentine pesos. The Argentine evaluation team opted for the F9F-2 instead of the more modern F9F-5 because the former had a lower fuel consumption rate and thus a greater radius of action. This fact was of vital importance since at that time only a handful of airdromes in the vast Argentine southlands were capable of operating jet aircraft.

The planes were overhauled at NAS Corpus Christi under the supervision of Engineer Captain de Corbeta Vanella. They were officially accepted for the Argentine Navy by Teniente de Navio Rafael J. Serra in March 1958. The first group of Argentine Panthers (along with an unknown number of F9F-2s for spares) was loaded at Pensacola onto the Argentine Navy's transport ARA BAHIA BUEN SUCESO.

On arrival of ARA BAHIA BUEN SUCESO at Base Naval Puerto Belgrano in September 1958, work began immediately on the assembly of the aircraft at the workshops at Base Aeronaval Comandante Espora. Meanwhile, the Argentine Naval Command decided to activate the 1° Escuadrilla Aeronaval de Ataque (1st Naval Attack Squadron) to operate the new fighters. At this time, 1° Escuadrilla was one of two attack squadrons in the Navy's inventory (the other squadron was operating 24 F4U-5N/NL Corsairs).

On 4 December 1958, the Argentine Navy became the first naval air arm in Hispano-America to put jet aircraft in operational service, when the squadron commander, Capitan de Corbeta Neldo Baldacci, tookoff in F9F-2 Panther serial 2-A-20 from Base Aeronaval Comandante Espora (near Bahia Blanca, in Buenos Aires State). The first 12 F9F-2 Panthers were incorporated into the Aviaction Naval Argentina during an official ceremony on 20 December 1958. Since a great many aircraft were operating out of Base Aeronaval Comandante Espora (including F4U Corsairs, AT-6/SNJ Texans, PBV Catalinas, P2V Neptunes, and Bell 47 & Sikorsky H-19 helicopters) it was not an ideal place for the training on fast jet aircraft. Therefore, between March and April 1961, the entire squadron moved into a new home at Base Aeronaval Punta Indio.

The introduction of the F9F Panthers into the Argentine Navy complicated the training of new pilots. The transition from "props" to "jets" was not easy since there was no two-place jets in the inventory. Future jet fighter pilots received advanced training on AT-6 Texans then moved on to the more powerful F4U Corsairs before being assigned to the 1st Attack Squadron. In spite of this problem, the attrition rate was very low and not one pilot was injured or killed while training on the Panther. Ultimately, the training problem was partially resolved when the Navy received two F9F-BT two-seat Cougars (see SAFO #14).

Panthers and Corsairs were traditional rivals during the annual gunnery meetings, but things got serious when both types were heavily involved in combat operations during the revolution of 1963 when the Panthers and Corsairs fought together against Air Force and Army units. Although there were no air-to-air combats, naval fighter bombers scored many "kills" against the Army's Sherman Fireflies. During one of these actions, a F9F collided with a F4U-5, but both pilots survived. A strike by Air Force planes against Base Aeronaval Punta Indio destroyed at least 2 or 3 Panthers on the ground.

After the end of the revolution, the 1st Attack Squadron was redeployed to Base Aeronaval Comandante Espora and the planes received new serials 3-A-xx. During its remaining operational career, the Panther frequently operated from air bases in the south of Argentina; Viedma, Trelew, Comodoro Rivadavia, and Rio Grande. Although the F9F was configured mainly for attack, they were often called upon to provide air defence for the Argentine fleet. Since the catapults on the Argentine aircraft carrier ARA INDEPENDENCIA were incapable of launching an aircraft of the Panther's weight, the F9Fs were obliged to operate from shore bases during these air-defence exercises. This is not to say that the Argentine Panthers never landed on an aircraft carrier. On 27 July 1963, Capitan de Corbeta Martinez Achaval was flying an exercise in defence of the fleet far from shore when his Panther (3-A-118) experienced an emergency; he landed aboard the INDEPENDENCIA without damage.

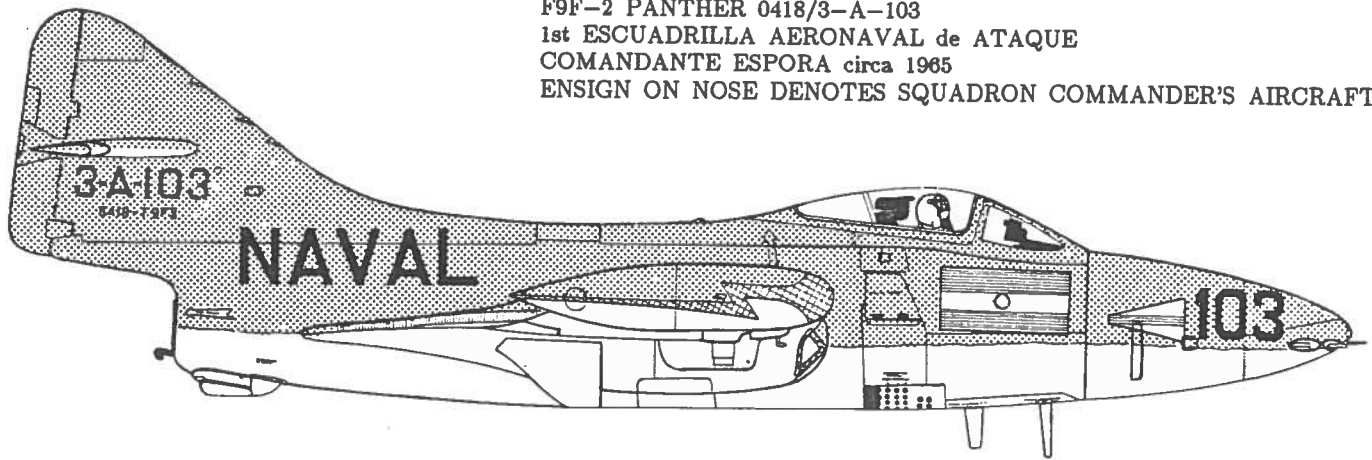
Another important event in the career of the Argentine Panthers occurred in late 1966 during the frontier troubles with Chile. A number of Chilean troops (Carabineros) had crossed the frontier and occupied Argentine territory. During the three months of the crisis, 1° Escuadrilla Aeronaval de Ataque deployed detachments to Rio Gallegos airport where their F9Fs performed armed patrols along the frontier.

Between 1960 and 1968, the Argentine Navy participated with Brazil, Uruguay, and the USA, in a series of joint exercises known as "Unitas I" through "Unitas IX". The Argentine Panthers took part in all of these maneuvers, operating in a variety of roles.

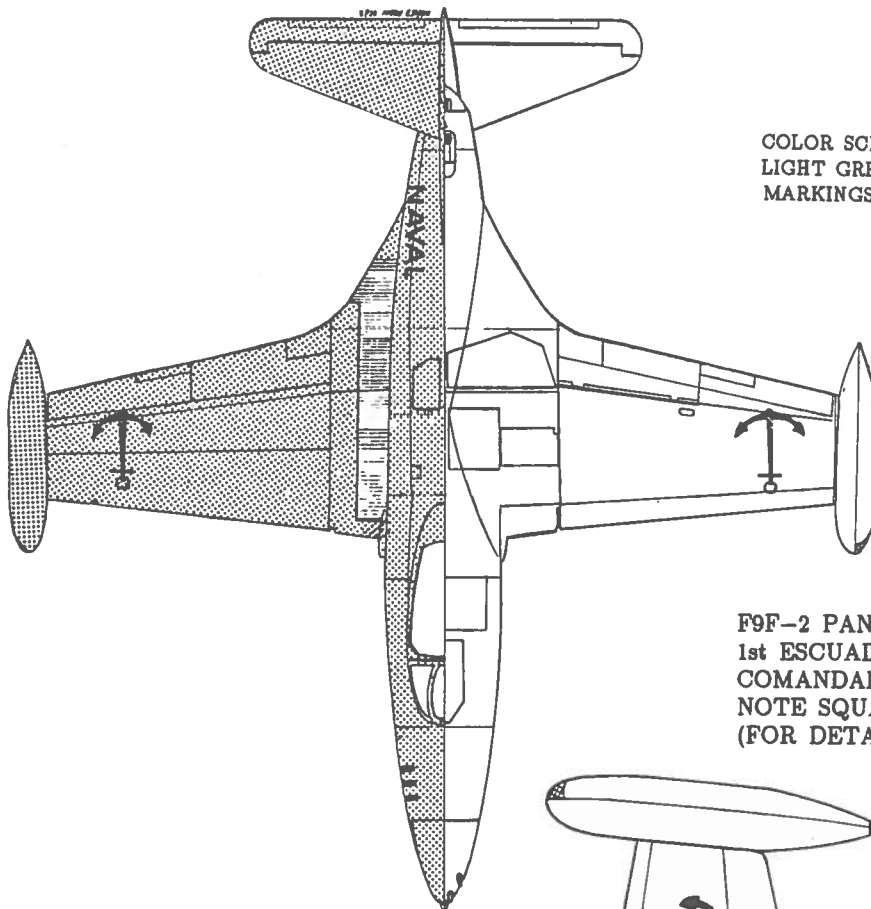
After ten years of intensive use in Argentina, the rugged Panthers finally arrived at the end of their useful operational life. Also, by the late 1960s, the state of fatigue of the airframe and the insufficiency of spare parts greatly restricted their activities. Therefore, in 1969, after an outstanding career, the last F2F-2 were officially deactivated at Base Aeronaval Comandante Espora. The 1° Escuadrilla Aeronaval de Ataque soon received navalized T-28P Fennec as interim equipment until the arrival of the AerMacchi MB-326GB. The next real fighting bird in Argentine Naval Aviation, the Skyhawk, didn't arrive until the 1970s.

(Continued on page 58)

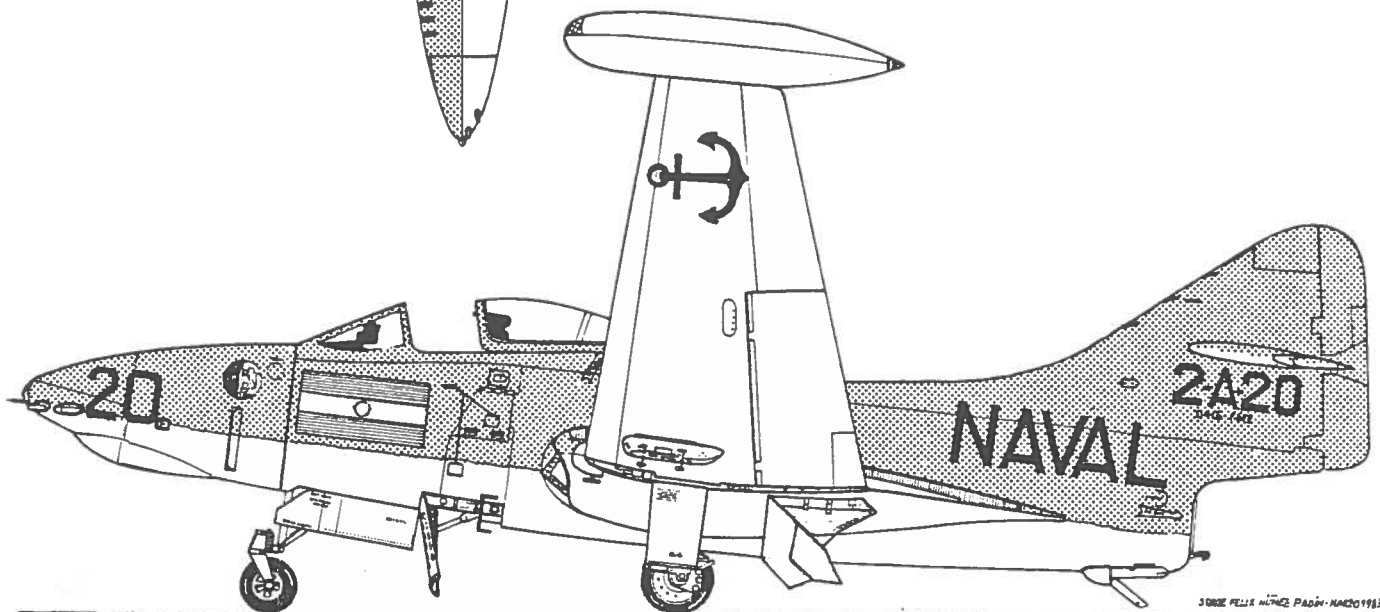
F9F-2 PANTHER 0418/3-A-103
 1st ESCUADRILLA AERONAVAL de ATAQUE
 COMANDANTE ESPORA circa 1965
 ENSIGN ON NOSE DENOTES SQUADRON COMMANDER'S AIRCRAFT



COLOR SCHEME: STANDARD GLOSSY
 LIGHT GREY AND WHITE WITH BLACK
 MARKINGS AND RED FLASHES ON TIP TANKS



F9F-2 PANTHER 0416/2-A-20
 1st ESCUADRILLA AERONAVAL de ATAQUE
 COMANDANTE ESPORA AIR BASE 04.12.58
 NOTE SQUADRON BADGE ON NOSE
 (FOR DETAILS OF THIS BADGE SEE SAFO #34)



JORGE FELLIS ALFONSO PADRIN-MARZO 1983

AIRCRAFT OF THE SPANISH CIVIL WAR

Part 9: Taifun Espanola

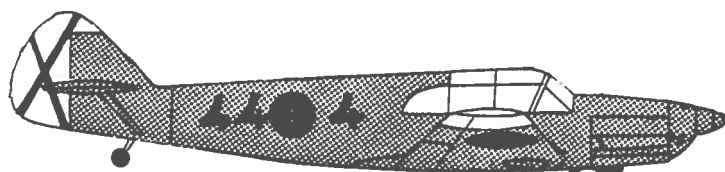
In 1937 seven Messerschmitt Bf 108 Taifun were supplied to the Condor Legion in Spain. All of these aircraft were B type and they served with Group 44 where they carried the number 44 on the fuselage. A second number placed aft of the national marking (a black disc) indicated the number of the individual aircraft. The Legion used their Taifuns throughout the conflict as fast courier and liaison aircraft. All seven Taifuns survived the war to enter into service with the Spanish Air Force.

The drawings show two machines of the Condor Legion and one of the Spanish Air Force during the early 1950s. All three aircraft are finished in Hellgrau 63 (Humbrol HN4 + dash of HB5 and HG3) overall. The numbers, fuse-

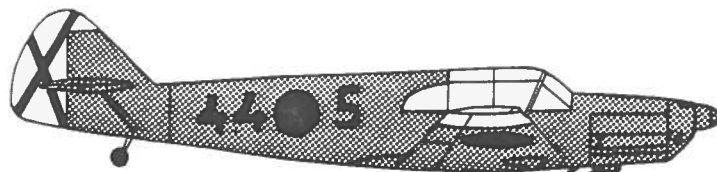
lage disc, and cross on the tail of the two Condor Legion machines are black. The background to the tail cross is white as are the wing tips. A black disc and a white cross appeared on the upper and lower surfaces of the wings as shown in Fig. D. Aircraft 4405 also has a white strip on the wings as shown in Fig. E.

Figures C and F show a Taifun in the markings of the Spanish Air Force. This machine carries its code letters (2302) in white along with the Spanish type number (115-9) in white on the tail. The roundels are red/gold/red and are applied in six positions.

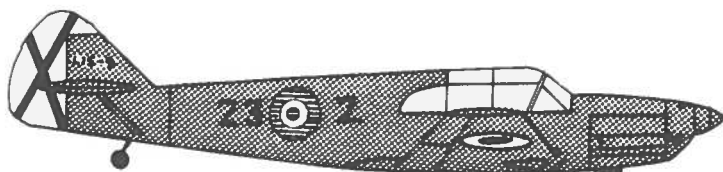
Bob Massey (SAFCH #364), 108 Worrall Ave., Arnold, Nottingham, ENGLAND



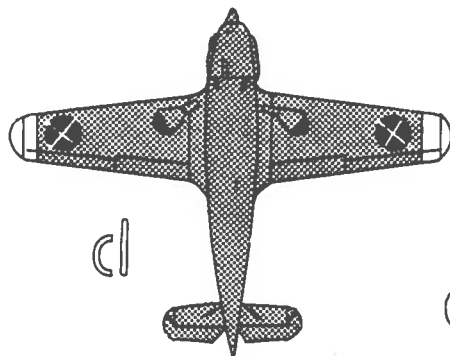
c1



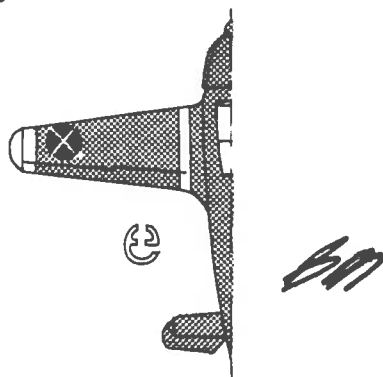
b



c

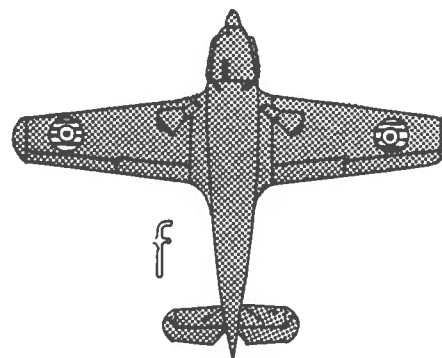


d1



e2

BM



f

AIRCRAFT OF THE SPANISH CIVIL WAR

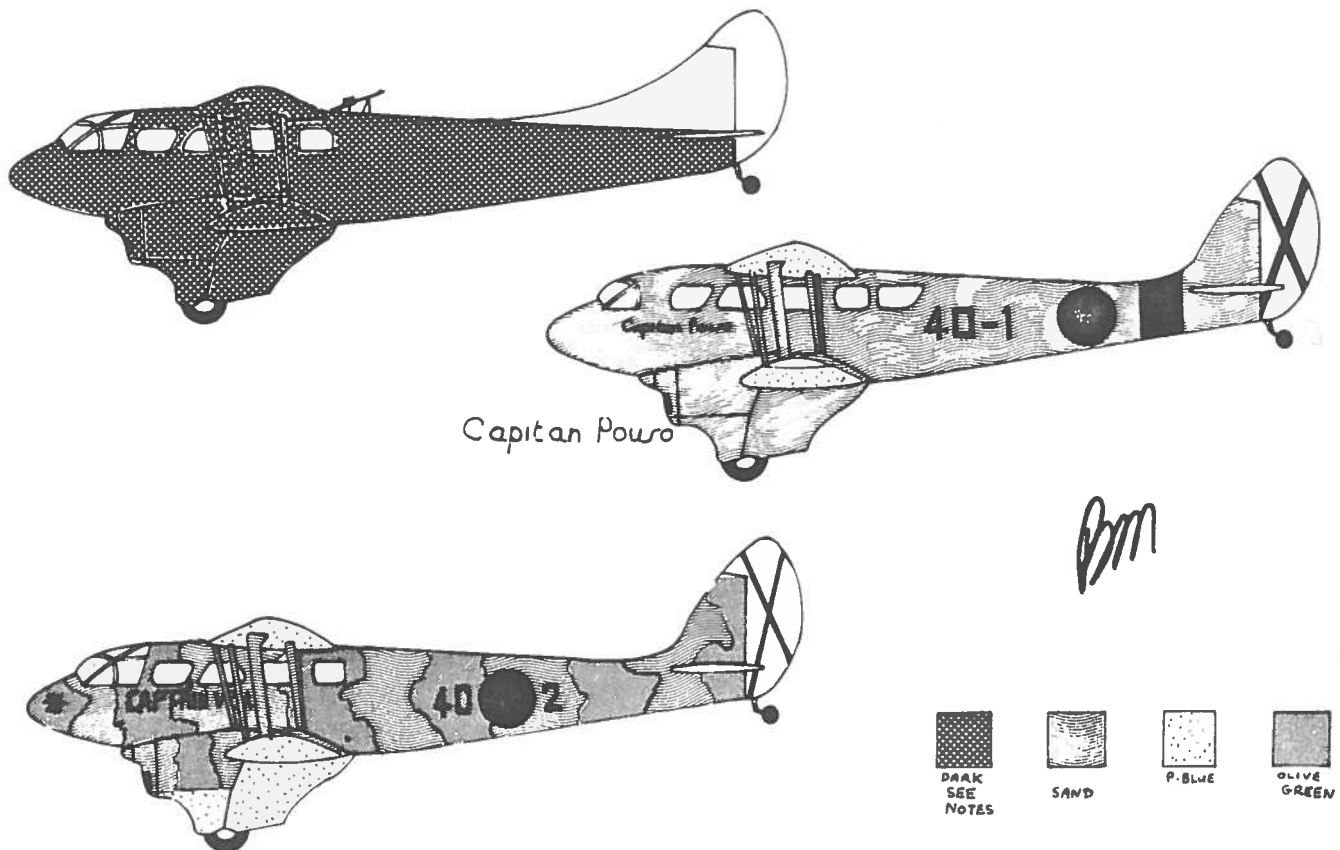
DH-89 and PWS-10 Updates

An article on the Spanish DH-89s appeared in SAFO #16, July 1980. The following drawings provide further views of DH-89s used in Spain.

Figure A: One of the original military DH-89 supplied to Spain before the war for use in Morocco. These aircraft were fitted with one forward-firing machine gun and one in an upper hatch. Provision was made to carry bombs. The drawing shows the delivery scheme which could have been black with white tail and rudder. Any details of latter schemes carried by this aircraft would be welcome.

Figure B: A DH-89 in use by the Nationalists. The upper surfaces are in sand which is well worn in places and the underside is pale blue. The disc and band on the fuselage are black as is the cross on the tail and the name. The rudder is white and the wing markings are unknown. Note the window and cabin arrangement on this machine.

Figure C: An alternative scheme to that published in SAFO #16 for 40-2. The upper surfaces are sand and olive green with the under surfaces a pale blue. The yoke and arrows on the nose are black as are the name, numbers, disc, and cross. The rudder is white. Wing markings are unknown.



An article on the Spanish PWS-10 appeared in SAFO #35, April 1985. The following are comments are based on information supplied by Tomasz Kowalski (SAFCH #121).

During July 1936, the Spanish Nationalists asked the Polish government if they could purchase any aircraft. To avoid any embarrassment to the Polish government, the purchase was to be officially between Portugal and the Polish firm of SEPEWE. The sale of 20 Breguet XIX bombers and 20 PWS-10 fighters was arranged. Fifteen of the PWS-10s were in flying condition and 5 were to be used for spares. The price of each PWS-10 was 30,000 zloty in addition to 10,000 zloty each for an extra 12 Lorraine Dietrich engines. In November 1936, all the machines were transported by sea to Spanish port of Vigo where they were assembled by employees of PZL.

All aircraft were delivered in the standard Polish Air Force colors of olive green and pale blue. Any machine that differed from this had been repainted locally. (The aircraft described in SAFO #35 as being in natural metal were, of course, actually silver painted since the covering of the PWS-10 was wood and fabric.) Not all PWS-10s carried the St. Andrew's cross on the wings; some had only the band and circle. Tom has a good photos of aircraft #4 that shows that the finish is a two-tone camouflage. In general, the color of the spinner was white, but some were black. If anyone can add to this story, comments would be most welcome.

Bob Massey (SAFCH #364), 9 Worrall Ave., Arnold, Nottingham, NG5 7GN, ENGLAND

MILITARY AIRCRAFT OF THE DUTCH WEST INDIES

(Editor's note: The following article was submitted in response to Creighton Kern's request in SAFO #36 for information on military aircraft in the Dutch West Indies).

When Holland was invaded by the Germans in May 1940, there were no military aircraft in the Dutch West Indies. The islands of Curacao and Aruba were important not only because of their large oil refineries, but because of their strategic location on the approaches to the Panama Canal. However, the Dutch government was reluctant to ask for US protection, fearing that it might jeopardize its sovereignty over the islands. The islands did get some French and British ground forces as they were now Allies, but the USA was still "neutral".

To provide some means of patrolling the surrounding waters, in June 1940, the government of the Dutch East Indies chartered a Fokker F-XVIII from KLM's West Indies Division. This aircraft, ex PJ-A10 "Oriol", was converted to a patrol bomber by cutting out a hole in the top of the fuselage for a Lewis machine gun on a Scarff ring and another hole in the floor of the cabin through which "depth charges" (modified 8 kg naval shells) could be dropped by hand. A rudimentary bombsight was made from a drafting triangle and carpenters spirit level, but this was later replaced by a genuine bombsight copied from one borrowed in Venezuela.

No military serial can be seen on the F-XVIII in the known photographs and without a doubt it never carried any. The markings were standard 1939-40 Dutch orange triangles in six positions with an orange rudder, all outlined in 100-mm wide black borders (except they on the forward edge of the rudder). Apparently they had a copy of the Royal Decree of September 1939 establishing these markings, but they were not sure how to apply them because the triangles were initially inverted, then corrected.

When the USA became involved in the War, small detachments of the USAAF were stationed at Curacao and Aruba; A-20s of the 59th Bomb Squadron and P-39Ds of the 32nd Pursuit Squadron. (Does anyone have photos of these in the West Indies?) After January 1942, the Fokker F-XVIII was returned to civilian duties with KLM.

(Editor's note: There is a good photo of this Fokker F-XVIII in *Air Pictorial*, July 1964, page 215.)

In 1942, a volunteer air force was set up at Curacao and some lightplanes were obtained through Lend Lease. The pilots were mostly sports flyers of the Aeroclub Curacao who were called into part-time military service. Two Piper L-4Bs (serial 43-2290 and 43-1192) were ordered in October 1942 and when they were delivered in May 1943 they received Dutch serials P-1 and P-2 ("P" for Piper). A flying club had also been founded in Aruba which received a Lend-Lease Piper L-4B (serial 43-627) in August 1942. This aircraft was registered PJ-AFA. Two more light planes were ordered for military use in Aruba; two Aeronca L-3Bs (43-26754 and 43-26755) were delivered in May 1943 and registered A-1 and A-2. Very little is known about the activities at of the Aeroclub at

Aruba because the personnel of the LAGO (ESSO) refinery there was largely American and I have been unable to trace anyone you was there at the time. Can anyone help?

The Pipers and Aeroncas were maintained by the respective flying clubs and in return could and were also used for private flying. Military duties mostly included reconnaissance over the busy tanker traffic, air-sea rescue, and gunnery exercises for warships in the area.

P-1 and P-2 continued to be used with military registrations after WWII. P-1 crashed in the end of 1945 and P-2 flew on with the Aeroclub Curacao at least until June 1947 when after a general repair it became PJ-GAD. The PJ-G-- registration were used for planes owned by the government and flown by the Aeroclubs. Several additional planes in this category were bought after WWII from surplus sources including Fairchild PT-26s PJ-GAC, -GAE, and -GAF.

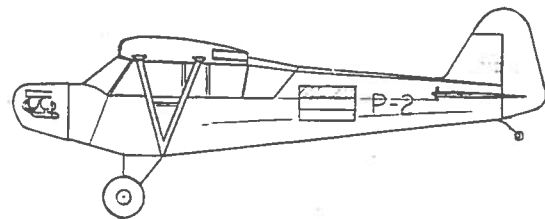
The source and identity of the three Fairchilds are still a mystery; maybe they were instrument trainers from the USAAF units operating from Curacao or Aruba? (Which, incidentally, were largely Operational Training Units.) Again, any leads will be greatly appreciated.

Which aircraft, if any, carried registrations PJ-GAA and -GAB are unknown, but it is not illogical to suppose these were Aeroncas A-1 and A-2.

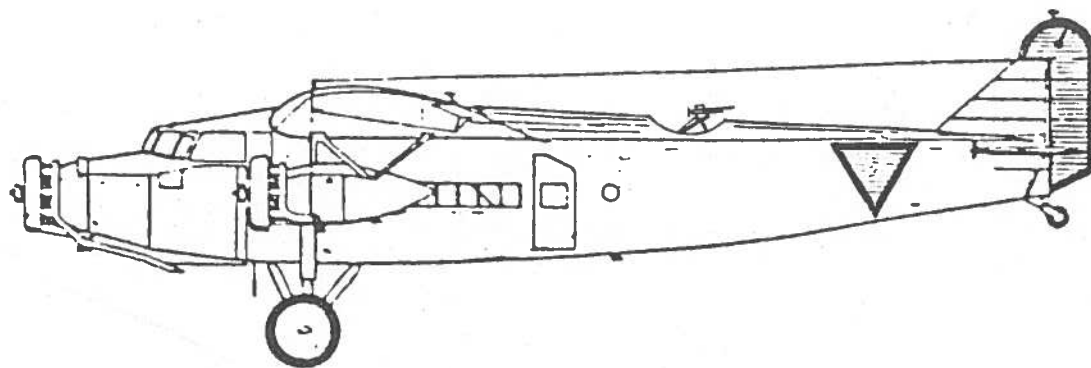
There were no Dutch aircraft in Surinam (Dutch Guyana), but in 1941 there was a plan to send 5 Brewster Buffaloes of the Dutch East Indies Air Corps from the USA to Surinam. The pilots for these aircraft were already assigned from Dutch units in England, but the whole project fell through when the USA occupied Surinam in 1941 (before Pearl Harbor) and based A-20 and B-18 bombers there.

Jerry Casius (SAFCH #649), 91 N> Main St., Cedarville, NJ 08311

PIPER L-4B 'P-2' USAAF 43-1192



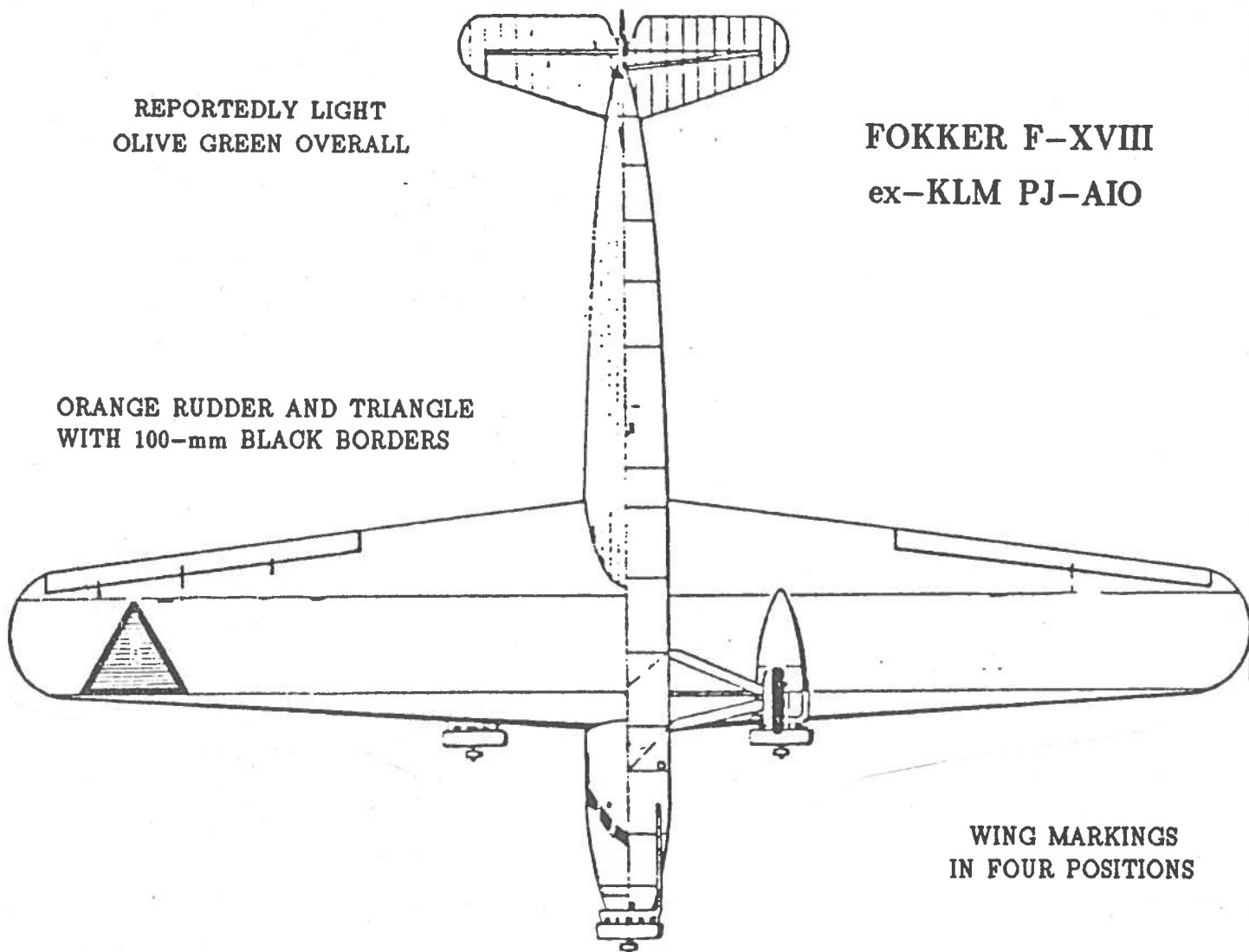
The red/white/blue Dutch flag insignia (dimensioned 3:5) dates from February 1942 and was normally carried in four positions on the wings and on the fuselage, but on Piper 'P-2' it was carried only on the fuselage. Only a single photo of this aircraft is known and it is a poor one with people cluttering up the foreground. The color scheme appears to be standard USAAF and, although the vertical tail is not visible in the photo, it may have carried a USAAF serial number.



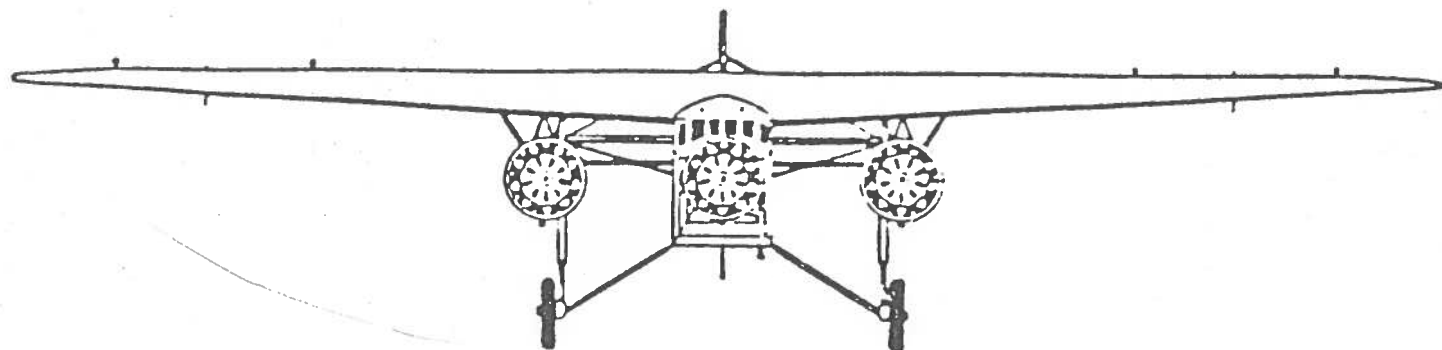
REPORTEDLY LIGHT
OLIVE GREEN OVERALL

FOKKER F-XVIII
ex-KLM PJ-AIO

ORANGE RUDDER AND TRIANGLE
WITH 100-mm BLACK BORDERS



WING MARKINGS
IN FOUR POSITIONS



SNIPPETS FROM SEAR

The following is a summary of information published in SOUTH EAST AIR REVIEW, 3rd quarter 1985, compiled by Ben Marselis
23 Hacketts Lane
Pyrford, Woking, GU22 8PP
England.

ANGOLA : A few serials are MIG21 C326 (shot down 24sep84), MIG21MF C307, MIL8 H42, MIL24 H318 and SA316B H204 (c/n 2110 ex CR-LNH).

BELGIUM : Oxfords (42 a/c) are reviewed in the July issue.

BOLIVIA : Ex-FAF T33AN's delivered so far are 21015/F-ZVLH, 21027/F-ZVLC, 21042/F-ZVLI, 21050/F-ZVLJ, 21081/F-ZVLK, 21247/F-ZVLN, 21400/F-ZVLD, 21420/F-ZVLC, 21489/F-ZVLM while 21088, 21132, 21152, 21182, 21195, 21211, 21247, 21420 and 21439 were to be delivered.

CHAD : Two PC7's were delivered, being c/n 410 ex F-GDME and c/n 411 ex F-GDMF.

COLOMBIA : The only Chipmunk was c/n C1-0971 which was destroyed in Jan54 just before delivery to its base.

DENMARK : Another part of the F84G is reviewed in the July and August issues.

EL SALVADOR : UH1H 268 is 66-16037 and 270 is 66-16620. An A37B is ex 70-1294.

GREECE : The saga on the AB205's and UH-1's is continued in the July issue. Also known Dromaders are reviewed.

NICARAGUA : MIL8 282 was seen on TV.

NORWAY : F5A's delivered to Turkey so far are 368, 369, 373, 374, 375, 562, 567, 570, 575, 576, 578, 579, 580, 211, 212, 214, 224, 227, 229, 156, 165 plus a few more. Safirs continue to be wfu.

SAUDI ARABIA : Three known Navy SA365F's are c/n 6014, 6016 and 6098, while a serial is SNF16/F-ZKBI.

SIERRA LEONE : The B0105 GS-A-1 (c/n S180) became 9L-LBA and so it is presumed that the Air Wing has disbanded as they have no aircraft left!

TOGO : Magister 182/SV-MAU was seen in France.

TURKEY : The Gendarmerie received AB204B's J3171 to J3188 c/n 3171 to 3188 and J3220/21 c/n 3220/21.

URUGUAY : The Chipmunks were FAU600 to -609 c/n's C1-0951 to -0954, C1-0969 to -0970 and C1-0977 to C1-0980. They were del. in Apr55 and wfu in Apr66.

VENEZUELA : 40-50 not previously reported crashes are listed in the July issue, although serials are lacking.

YEMEN ARAB REP. : Three F27's were used: 204, 205 and 206, which were ex TS-LVA c/n 10110, TS-LVB c/n 10118 and TS-LVC c/n 10119 (order uncertain).

The following is a list of interesting black & white photos published in British Aviation Review, January to September 1985.

AUSTRALIA : AS350B A22-020.

BELGIUM : F16A FA62 in Tiger colors.

EGYPT : Gulfstream III SU-BGV.

ETHIOPIA : Remains of AN12 1506.

HAITI : S.211 1285.

HOLLAND : NF5A K3040 in new grey overall scheme.

MALAYSIA : TA4PTM M32-03.

MEXICO : Boeing 727 TP-02/XC-UJB.

PORTUGAL : Chipmunk T.10 1323, T6G 1774, C45 2516, Falcon 20 N30FE.

SAUDI ARABIA : RF5E 40200.

SPAIN : Falcon 50 T16-1.

THAILAND : Army SD.330 3102/G-BLLL, C47 413, DHC4 12271, C123 55-569.

TUNISIA : C130H Z21012/TS-MTB.

YUGOSLAVIA : Zlin 2526M 41106/106 YU-DJX.

G-D F16 : The non-USAF F16 production so far is thought to be as follows:

F16A	BELGIUM FA01 TO FA46	78-00116	-00161
F16A	BELGIUM FA47 TO FA96	80-03538	-03587
F16B	BELGIUM FB01 TO FB12	78-00162	-00173
F16B	BELGIUM FB13 TO FB20	80-03588	-03595
F16A	DENMARK E174 TO E203	78-00174	-00203
F16A	DENMARK E596 TO E611	80-03596	-03611
F16B	DENMARK ET204 TO ET211	78-00204	-00211
F16B	DENMARK ET612 TO ET615	80-03612	-03615
F16B	EGYPT 9201 TO 9205	80-00644	-00648
F16B	EGYPT 9206	81-00662	-00662
F16B	EGYPT 9207	81-00883	-00883
F16A	EGYPT 9301 TO 9305	80-00639	-00643
F16A	EGYPT 9306 TO 9324	81-00643	-00661
F16A	EGYPT 9325 TO 9334	82-01056	-01065
F16A	HOLLAND	84-01358	-01367
F16B	HOLLAND	84-01368	-01369
F16A	HOLLAND J192 TO J207	83-01192	-01207
F16B	HOLLAND J208 TO J211	83-01208	-01211
F16A	HOLLAND J212 TO J258	78-00212	-00258
F16B	HOLLAND J259 TO J271	78-00259	-00271
F16A	HOLLAND J616 TO J648	80-03616	-03648
F16B	HOLLAND J649 TO J657	80-03649	-03657
F16A	HOLLAND J864 TO J881	81-00864	-00881
F16B	HOLLAND J882	81-00882	-00882
F16B	HOLLAND J884 TO J885	81-00884	-00885
F16A	IDFAF "EX IRAN"	78-00308	-00354
F16B	IDFAF "EX IRAN"	78-00355	-00362
F16A	IDFAF	80-00649	-00668
F16A	IDFAF (at least:)	80-03694	-03713
F16A	NORWAY 272 TO 300	78-00272	-00300
F16B	NORWAY 301 TO 307	78-00301	-00307
F16A	NORWAY 658 TO 688	80-03658	-03688
F16B	NORWAY 689 TO 693	80-03689	-03693
F16A	PAKISTAN	81-00899	-00928
F16B	PAKISTAN	81-00931	-00932
F16B	PAKISTAN	81-00935	-00938
F16A	VENEZUELA	82-01050	-01052
F16B	VENEZUELA	82-01053	-01055
F16A	VENEZUELA	83-01186	-01188
F16B	VENEZUELA	83-01189	-01191
F16A	VENEZUELA	83-01346	-01350

AIR INTERNATIONAL

CANADA: The One-O-Wonder, Vol.29, No.2, p.75.

FRANCE: A Study in Elegance (LeO 45): Vol.29, No.4, p. 179.

GUINEA-BISSAU: A West African Rarity (Mi-8), Vol.29, No.6, p.282.

INDONESIA: Sekoah Penerbang (Pilot training in the Indonesian Air Force), Vol.29, No.6, p.278.

JAPAN: Reluctant Samurai (Part 1: Air Self Defence Force), Vol.29, No.2, p.65.

Reluctant Samurai (Part 2: Army and Navy Self Defence Forces), Vol.29, No.3, p.125.

MOROCCO: A Seasoned Air Arm, Vol.29, No.5, p.226.

POLAND: Orlik: A Polish Fledgling, Vol.29, No.4, p.167.

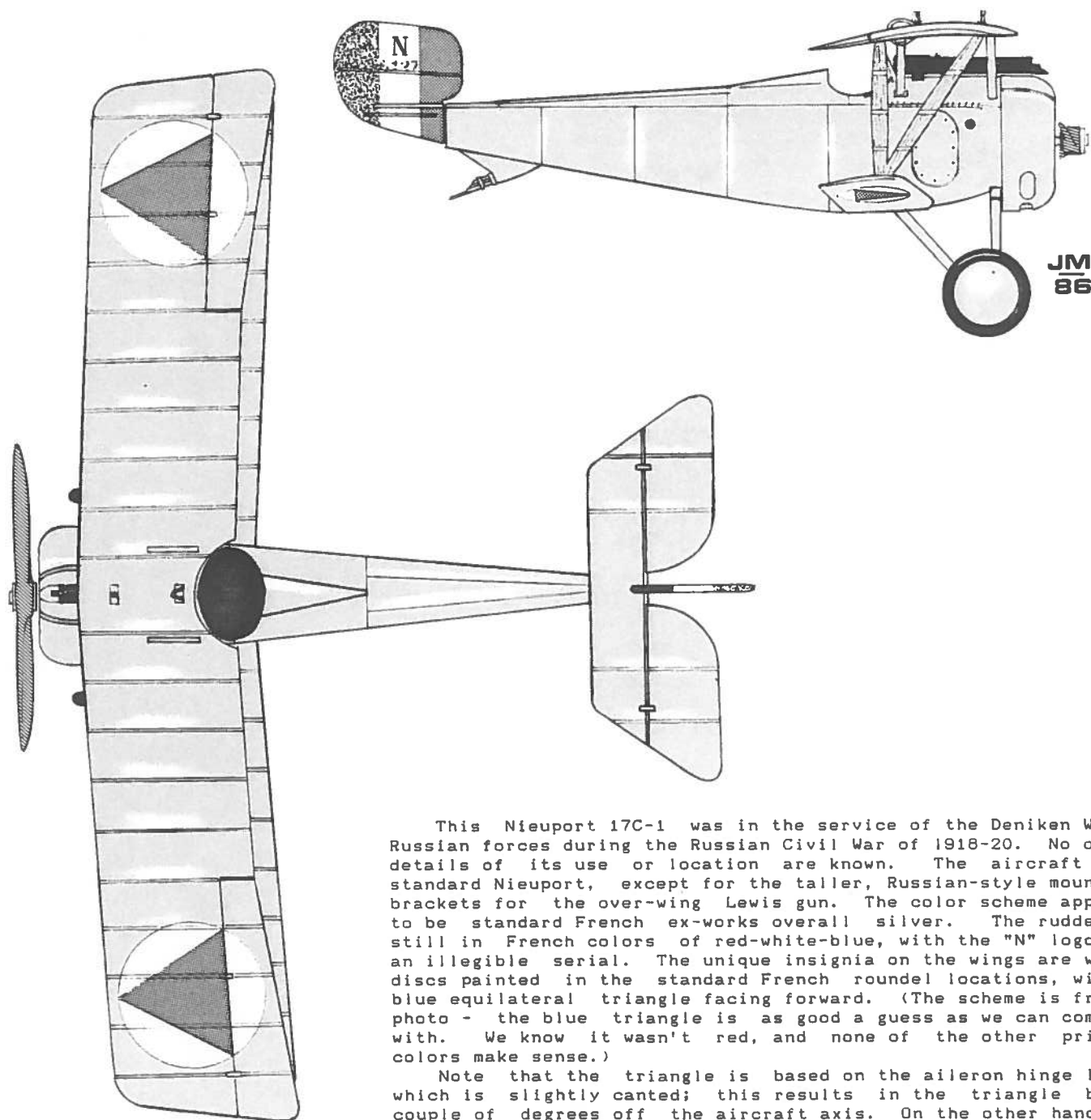
SWITZERLAND: Colour Contrast at Stans, Vol.29, No.4, p.178.

Paramount Preceptor (Pilatus PC-9), Vol.29, No.5, p.219.

Compiled by Tor A. Scott (SAFCH #403), 168 59th Ave., Chomedey Laval, Quebec, CANADA H7V 2B8

WHITE RUSSIAN NIEUPORT

via Steve Zaloga,
Art Loder & Jim Maas



This Nieuport 17C-1 was in the service of the Deniken White Russian forces during the Russian Civil War of 1918-20. No other details of its use or location are known. The aircraft is a standard Nieuport, except for the taller, Russian-style mounting brackets for the over-wing Lewis gun. The color scheme appears to be standard French ex-works overall silver. The rudder is still in French colors of red-white-blue, with the "N" logo and an illegible serial. The unique insignia on the wings are white discs painted in the standard French roundel locations, with a blue equilateral triangle facing forward. (The scheme is from a photo - the blue triangle is as good a guess as we can come up with. We know it wasn't red, and none of the other primary colors make sense.)

Note that the triangle is based on the aileron hinge line, which is slightly canted; this results in the triangle being couple of degrees off the aircraft axis. On the other hand, if you were a crew chief, you'd do it that way too! We assume that the same insignia also appear under the top wing, and under the bottom wing, as with standard French practice, although this is not shown in the source photo.

Jim Maas (SAFCH #411), 7 Lexington Court, Clifton Park, NY 12065

(Continued from page 47)

My favorite "mystery" plane of the Civil War, the Polikarpov I-153, is covered in six pages with the text devoted to what appears to be an in-depth discussion of the claims that this aircraft actually served in Spain. There are two photos (Chinese and Finnish aircraft); a full-page 1/72-scale 5-view drawing with 14 cross sections; a full-page drawing of armament configurations; and a three-view drawing of I-153 '8-3' in camouflage with the red-band markings of the Nationalists. This drawing is marked with an *.

I could go on and on, but this should give you a good idea of what an important source of information this book is. Pick this one up now, and start saving your pennies for there are six more volumes to follow and the index, which lists aircraft from all seven volumes, will make your mouth water.

SVENSKA MILITARA FLYGPLAN 1911-1936 by Lennart Andersson. 55 pages (15 cm by 21 cm). Lennart Andersson, Liljeg. 9A, S-753 24 Uppsala, SWEDEN.

SAFO author Lennart Andersson has produced an intriguing little book that lists all aircraft operated by the Swedish Army and Naval Aviation Services and the Air Force between 1911 and 1939. Included are aircraft histories, aircraft numbers, FV-numbers and service numbers for nearly 800 individual aircraft, along with a marking guide and unit histories.

This work consists mostly of tables listing the date of acceptance and original number, new numbers and date assigned, date of crash, and date of write off. For example: FVM Phoenix C.1 Dront number 624 was accepted 9.26, the number was changed to 324 in 5.27, to 456 in 2.28, it crashed 18.2.29, and it was written off in 3.29.

Useful to the modeler will be a section on "Marking Guide 1911-1940" which describes the evolution of Swedish national markings from the blue/white roundel of 1914 to the definitive three yellow crowns on a blue field. Also included is a short section on "Air Force Units and their Equipment 1926-1940".

An invaluable reference for anyone interested in Swedish military aviation. It can be obtained from Lennart for SEK 30; payment by cheque in SEK.

Review sample provided by the publisher.

INTERNATIONAL INSIGNIA SHEET #1. Two sheets each 22.5 cm by 18 cm. Available from IPMS Spruce Goose SG-01, 929 Jasmine Circle, Costa Mesa, CA 92626 USA.

Printed by Scale-Master and distributed by IPMS Spruce Goose, this decal set provides national markings in six colors for eleven small air forces. Countries covered are Tunisia, Lebanon, Yemen, Qatar, Oman, Finland, Morocco, Italy, New Zealand, Bahrain, and Kuwait. For each country, four roundels in each of four sizes (0.75 in., 0.50 in., 0.42 in., and 0.27 in.) and (where appropriate) two fin flashes in each of two sizes (0.55 in. & 0.30 in.).

These decals are of the high quality we have come to expect from Scale-Master. The set is available from IPMS Spruce Goose for \$7.50 (\$8.50 for air mail overseas). Make checks payable to IPMS/USA Spruce Goose. Please mention the SAFCH when you order and perhaps we can convince them to do more sheet on the small air forces.

AVIACAO MILITAR BRASILEIRA 1916-1984 by Francisco C. Pereira Netto. 294 pages (14 cm by 21 cm). Published by Editora Revista de Aeronautica, Rio de Janeiro, BRAZIL. Softcover. US \$10.00.

It is not very often that a book of small-air-force interest comes out that is both outstanding in the quality of information it contains and inexpensive. This book on Brazilian military aircraft is probably the best book on the aircraft of a single nation to appear in many years and at US \$10.00 it is an outstanding bargain.

Every aircraft used by the Brazilian Navy, Army, and Air Force gets a full page of coverage consisting of one photo (all but one or two showing the aircraft in Brazilian markings), period of use, quantity used, specifications, and Brazilian serial numbers. A few of the more important aircraft types, such as the Fairey Gordon, T-6, B-25, PBY, P-47, and C-130, receive several extra pages of photos. Its pretty easy to interpret the tables even without a Portuguese-English dictionary; few would have trouble with the Curtiss F of 1914 being described as a "Aerobote, biplano, monomotor, biplace lado a lado" (a look at the photo reveals that "lado a lado" means side-by-side seating).

A list of the aircraft used by the Brazilian Navy before the formation of the Brazilian Air Force in 1941 should be sufficient to indicate the value of this book. Curtiss F Model 1914, Borel, Standard JH, FBA Model B, Curtiss HS-2L, Curtiss F Model 1916, Farman F-41, Curtiss N-9H, Ansaldo ISVA, Macchi M.9, Macchi M.7, Avro 504K, Aeromarine 40, Curtiss MF, Farman F-51, Ansaldo SVA-10, Sopwith Snipe, Curtiss F-5L, Curtiss Jenny, Consolidated NY-2, Consolidated PT-3, Avro 504N/O, Martin PM, Vought O2U-2A Corsair, Savoia Marchetti S-55A, DH-60T Moth Trainer, Boeing 256, Fairey Gordon, Vought V-66B Corsair, Waco CSO, DH-82 Tiger Moth, DH-83 Fox Moth, Waco CJC, Waco CPF F-5, Focke Wulf Fw44J, Focke Wulf Fw58B, DH-84 Dragon, Luscombe Phantom, North American NA-46, Beechcraft D-17A, and Stinson 105.

This book is a must for all small-air-force enthusiast and I encourage every reader of the SAFO to add this book to their collection. Perhaps, news of the success of this book will drift over the border to Uruguay and Argentina. If similar books were available on the aircraft of other countries, we could all have a small-air-force collection at a great savings in space and cost.

"At the present time I am starting to work on a book dealing with the VNAF which will be published by Squadron Signal in their "Special" series. This book will be an expansion of the article I did for *Air Enthusiast Quarterly* some years ago.

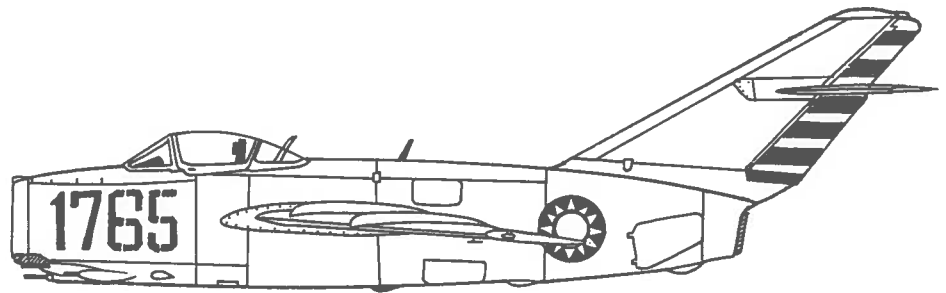
"Any material the readers can supply, particularly photos or information on units and insignia would be greatly appreciated."

Jim Mesko (SAFCH #399), 4363 Hohman Circle, Akron, OH 44319

"I have been researching the Short Skyvan for a number of years, and I would be very interested in corresponding with any SAFO readers with a similar interest."

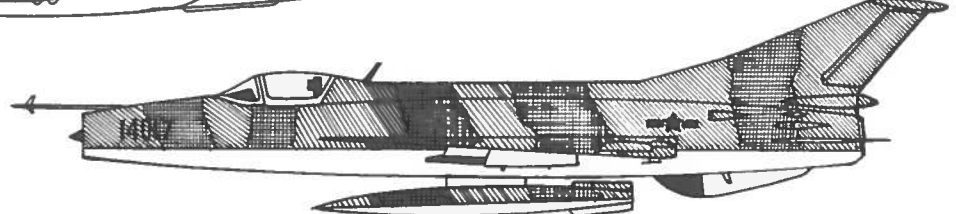
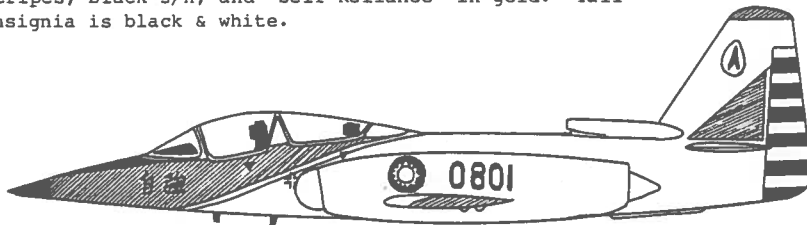
Charles A. Cooke (SAFCH #731), 2/52 Galvan Ave., Pakuranga, Auckland, NEW ZEALAND

CHINESE AIRCRAFT



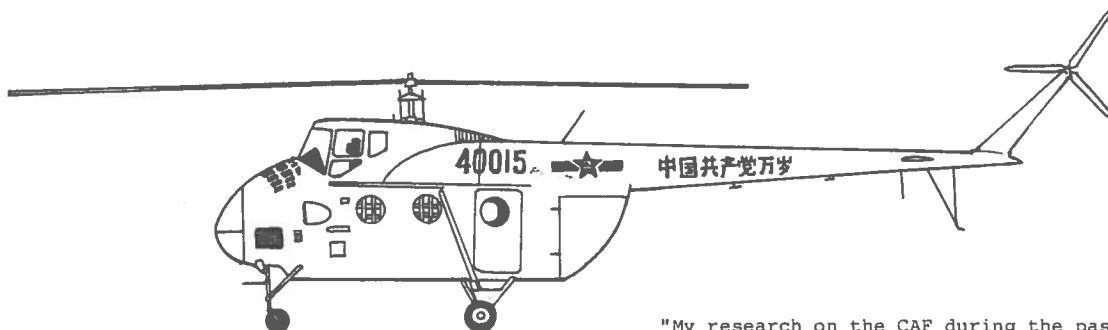
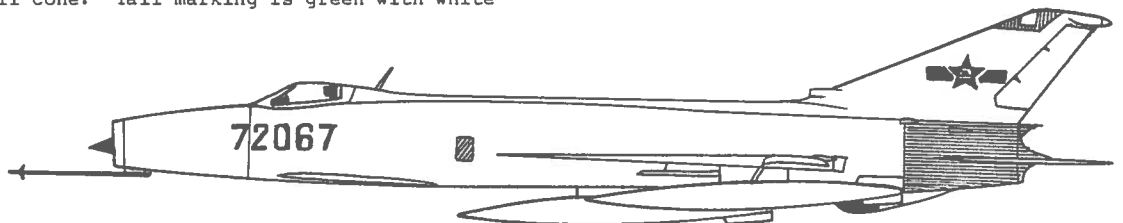
1. MiG-15 defected to Taiwan in 1962. Tested by CAF personnel and is shown in Nationalist Chinese Air Force markings. Silver overall with blue & white rudder stripes and black s/n.

2. XAT-3 Trainer designed by CAF. Aluminum overall with day-glow orange markings, blue & white rudder stripes, black s/n, and "Self-Reliance" in gold. Tail insignia is black & white.



3. J-7M of the PLAF with light green/dark green camouflage (similar to A-10 scheme), low visibility black s/n & insignia, and light grey undersides.

4. J-8 of the PLAF. Light grey overall, red s/n, and burnt metal tail cone. Tail marking is green with white patch.



5. Mi-4 of the PLAF. Light grey overall with red s/n and slogan "Long Live the Chinese Communist Party".

"My research on the CAF during the past 10 years has indicated that the Chinese had designed at least 27 various aircraft during 1930-1945. So far, I have information & photos (or drawings) of only seven types. Can anyone of our SAFO readers help with information on this subject?"

D. Y. Louie (SAFO #544), 6705 Hayhurst St., Worthington, OH 43085

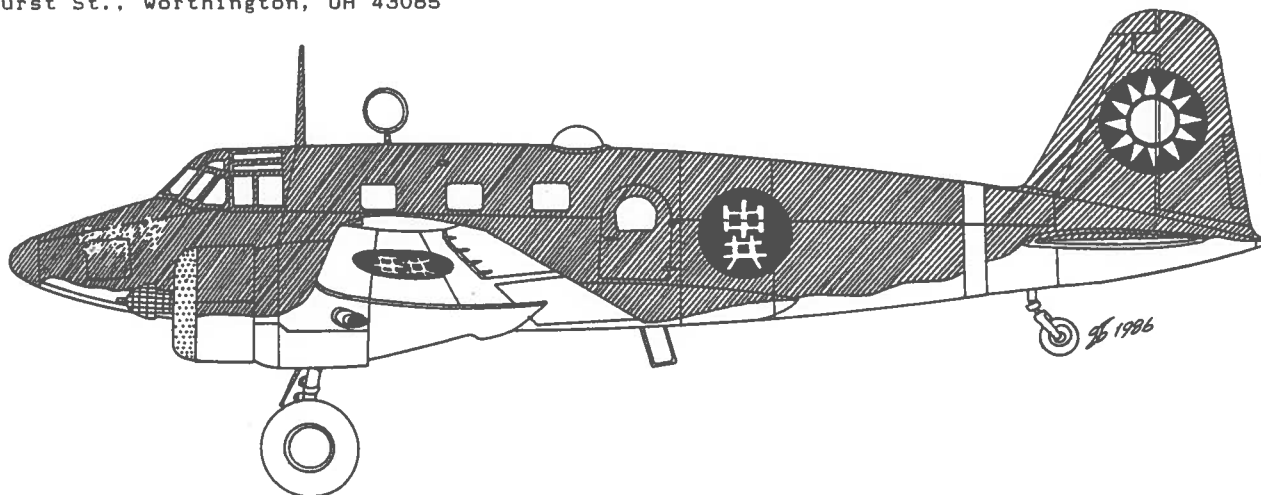
"Enclosed is a profile of a captured Tachikawa Ki-54 Hickory that may be of interest to SAFO readers. This aircraft is shown carrying what may be the first national insignia used by the PLAAF.

"When this machine was captured by Communist soldiers in 1944 in Northern China, it was in standard Japanese Army AF colors: dark green over light grey with a white fuselage band. The three characters (Utsunomiya) forward of the cockpit are in white and indicate that the aircraft originally belonged to the Utsunomiya Flight Training School. After its capture, the National insignia was painted on both sides of the vertical tailplane and the Japanese Hinomarus were overpainted with white characters indicating CHICOM = Chinese Communists. The fronts of the engine cowlings were copper and the spinner were dark brown."

D. Y. Louie, P.E. (SAFCH #544), 6705 Hayhurst St., Worthington, OH 43085

"On the Nimitz's trip home from the Mediterranean to Norfolk, we carried four Augusta-built Sikorsky S-61 (US Navy SH-3 series) helicopters for the Ejercito de Venezuela. Serials were FV-7437 through FV-7440. Painting was in Vietnam USAF tactical scheme - FS 595A 30219, 34079, and 34102 on top; 36662 on bottom. These were not ASW, but utility/troop transport models, but had the sponsons for the main gear that US Navy Sh-3s have. They had spray shields forward of the engine intakes and a Collins (said in blue letters) radio antenna mounted upside down under the tail boom. All rescue, fueling, battery, etc. markings in Spanish. Unfortunately, didn't get a photo or the time to sketch the camouflage pattern."

William Lee (SAFCH #454), Reactor Department, USS Nimitz CVN 68, FPO, NY 09542



"I have the following kits from Eastern Europe that I would like to sell:

"Smer: 1/40 Fiat CR-42 & Spad VII (2); 1/50 Macchi MC.200, Caproni Reggiane RE.2000 & Avia BH-11; 1/72 Dewoitine 500/501. Blanik: 1/48 LET 13 (4). VEB: 1/75 Antonov An-2 (with Polish Profile magazine). Vacuform: 1/72 Jak-15.

Mikro: 1/72 Jak-1M, LWS Czapla & PZL-37. KP: 1/72 Avia C-2, Avia B-534 & Avia B-21 (2). VEB: 1/100 Mi-2 (2) & Mi-8.

"All of the above are \$10.00 each Post Paid in the USA."

Wayne Denny (SAFCH #422), 5113 Gaviota Ave., Long Beach, CA 90807

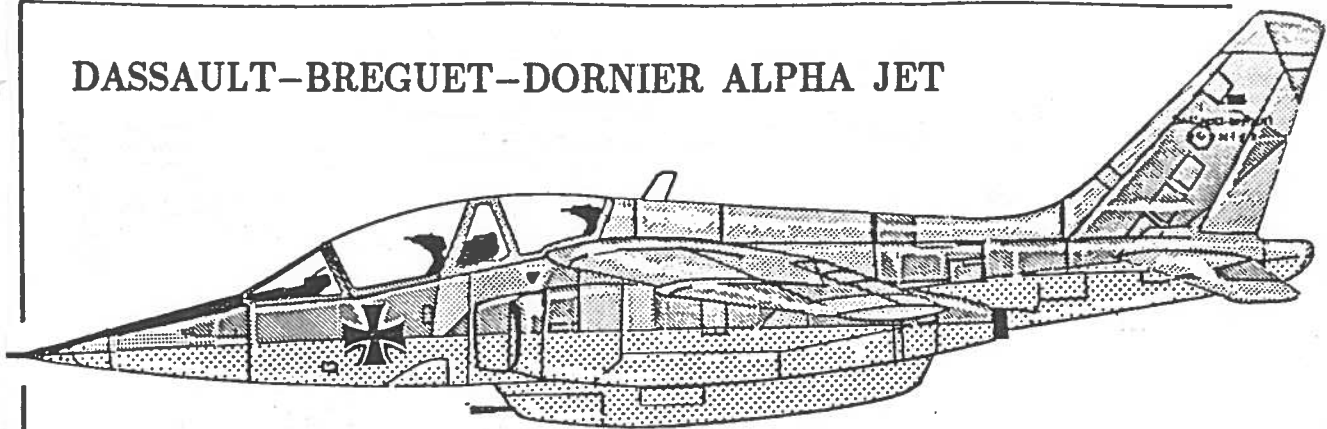
ARGENTINE PANTHER SERIALS

Serial	Remarks			
0416 2-A-20	First flight in Argentina 04.12.58	0419	3-A-104	Ex 2-A-104; wfu 1969
0417 2-A-21		0420	3-A-105	Ex 2-A-105; wfu 1967
0418 2-A-22		0421	3-A-106	BuAer 126116; ex 2-A-106; wfu 1969; gate guardian at Base Aeronaval Comandante Espora
0419 2-A-23		0456	3-A-107	BuAer 127184; ex 2-A-121; wfu 1969
0420 2-A-24		0458	3-A-108	Ex 2-A-123; wfu 1969
0421 2-A-25		0447	3-A-109	Ex 2-A-112; wfu 1969
0422 2-A-26		0451	3-A-110	Ex 2-A-116; wfu 1969
0423 2-A-27		0452	3-A-111	Ex 2-A-117; wfu 1969
0424 2-A-28		?	3-A-112	
0425 2-A-29		0425	3-A-113	Ex 2-A-110; wfu 1969; preserved at Aero Club Bahia Blanca
0426 2-A-30		0455	3-A-114	Ex 2-A-120; wfu 1969
0427 2-A-31	Deactivated in 1959.	0448	3-A-115	Ex 2-A-113; wfu 1969
		?	3-A-116	
		?	3-A-117	
		0453	3-A-118	Wfu 1969; preserved at Naval Museum of Tigre (Buenos Aires)
0449 3-A-101	Crashed 30.03.64 near Punta Alta; pilot ejected safely.			
0417 3-A-102	BuAer 127186; wfu 1968			
0418 3-A-103	Ex 2-A-103; wfu 1969			

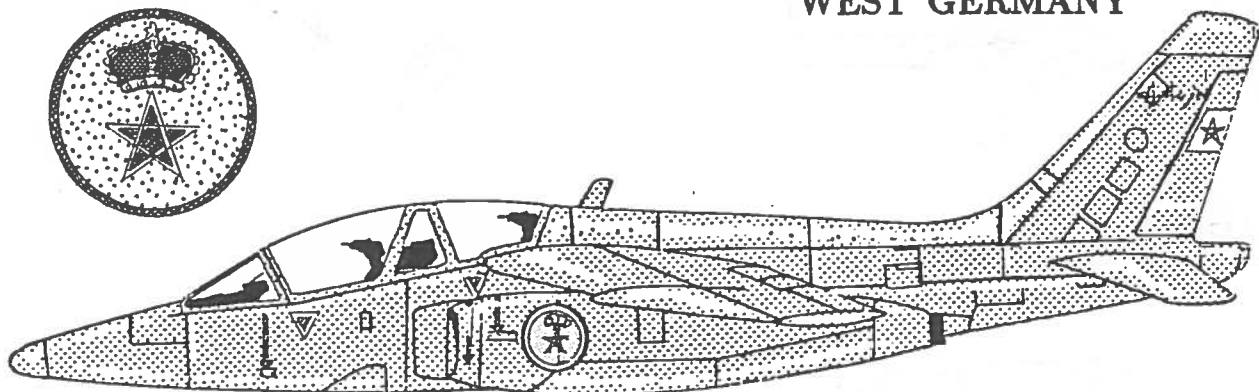
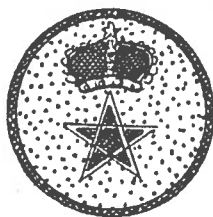
These were the first 12 F9F-2 and the only Panthers to carry the 2-A-xx serials which were changed to 3-A-xxx in March 1959.

Jorge Felix Nunez Padin (SAFCH #395), Humboldt 2763/65, 8000 Bahia Blanca, ARGENTINA

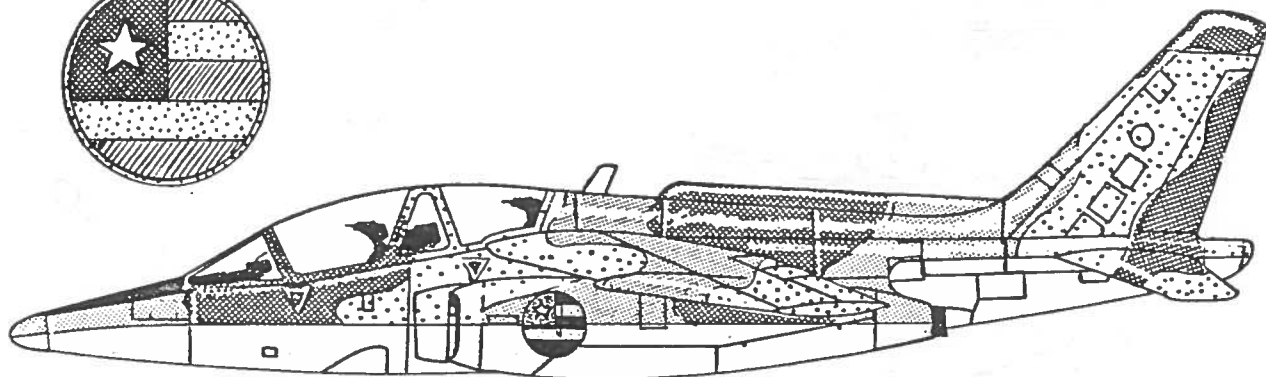
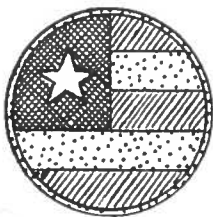
DASSAULT-BREGUET-DORNIER ALPHA JET



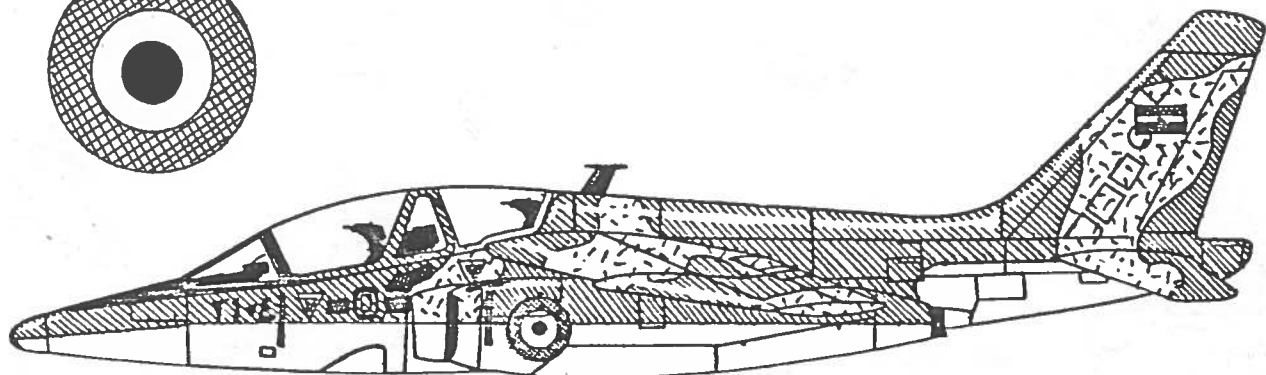
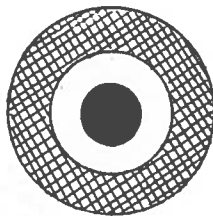
WEST GERMANY



MOROCCO



TOGO



EGYPT

HISPANO AVIACION HA-300

escala: 1/72

IRANDA
enero 84

